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MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

***Thursday, October 3, 2013
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Community, Economic, and Human Development Committee are also available at:

www.scag.ca.gov/committees/cehd.htm

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Community, Economic, and Human Development Committee

Members - October 2013

<u>Members</u>		<u>Representing</u>
Chair*	1. Hon. Margaret E. Finlay	<i>Duarte</i> District 35
Vice Chair*	2. Hon. Bill Jahn	<i>Big Bear Lake</i> District 11
	3. Hon. Sam Allevato	<i>San Juan Capistrano</i> OCCOG
	4. Hon. James Butts, Jr.	<i>Inglewood</i> SBCCOG
	5. Hon. Don Campbell	<i>Brawley</i> ICTC
	6. Hon. Carol Chen	<i>Cerritos</i> GCCOG
*	7. Hon. Steven Choi	<i>Irvine</i> District 14
	8. Hon. Jeffrey Cooper	<i>Culver City</i> WSCCOG
	9. Hon. Rose Espinoza	<i>La Habra</i> OCCOG
	10. Hon. Debbie Franklin	<i>Banning</i> WRCOG
	11. Hon. Chris Garcia	<i>Cudahy</i> GCCOG
	12. Hon. Ron Garcia	<i>Brea</i> OCCOG
*	13. Hon. James Gazeley	<i>Lomita</i> District 39
	14. Hon. Joseph J. Gonzales	<i>South El Monte</i> SGVCOG
	15. Hon. Julie Hackbarth-McIntyre	<i>Barstow</i> SANBAG
	16. Hon. Tom Hansen	<i>Paramount</i> GCCOG
*	17. Hon. Jon Harrison	<i>Redlands</i> District 6
*	18. Hon. Steven Hofbauer	<i>Palmdale</i> District 43
*	19. Hon. Paula Lantz	<i>Pomona</i> District 38
	20. Hon. Charles Martin	Morongo Band of Mission Indians
*	21. Hon. Larry McCallon	<i>Highland</i> District 7
*	22. Hon. Kathryn McCullough	<i>Lake Forest</i> District 13
	23. Hon. Susan McSweeney	<i>Westlake Village</i> LVMCOG
*	24. Hon. Carl Morehouse	<i>Ventura</i> District 47
	25. Hon. Gene Murabito	<i>Glendora</i> SGVCOG
	26. Hon. Ray Musser	<i>Upland</i> SANBAG
*	27. Hon. John Nielsen	<i>Tustin</i> District 17
	28. Hon. Laura Olhasso	<i>La Cañada/Flintridge</i> Arroyo Verdugo Cities
	29. Hon. Edward Paget	<i>Needles</i> SANBAG
	30. Hon. John Palinkas	<i>Pechanga Band of Luiseño Indians</i> Tribal Government Representative
	31. Hon. R. Rex Parris	<i>Lancaster</i> North Los Angeles County
	32. Hon. Sonny R. Santa Ines	<i>Bellflower</i> GCCOG
	33. Hon. Becky Shevlin	<i>Monrovia</i> SGVCOG
	34. Hon. Tri Ta	<i>Westminster</i> OCCOG
	35. Hon. Michael Wilson	<i>Indio</i> CVAG
	36. Hon. Frank Zerunyan	<i>Rolling Hills Estates</i> SBCCOG

*Regional Council Member

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA OCTOBER 3, 2013

The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Margaret E. Finlay, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

	<u>Time</u>	<u>Page No.</u>
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CONSENT CALENDAR

Approval Item

- | | | |
|---|------------|---|
| 1. <u>Minutes of the September 12, 2013 Meeting</u> | Attachment | 1 |
|---|------------|---|

INFORMATION ITEMS

- | | | | |
|--|------------|----------|----|
| 2. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan Update: Subregional Sustainable Communities Strategy Framework and Guidelines</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment | 15 mins. | 7 |
| 3. <u>Update on Housing Element Compliance Status from SCAG Jurisdictions</u>
<i>(Ma'Ayn Johnson, SCAG Staff)</i> | Attachment | 10 mins | 27 |
| 4. <u>SCAG Local Input Status Update</u>
<i>(Simon Choi, SCAG Staff)</i> | Attachment | 10 mins. | 28 |
| 5. <u>Sample Package for Local Input on SCAG's Growth Forecast and Land Use Datasets for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)</u>
<i>(Kimberly Clark, SCAG Staff)</i> | Attachment | 20 mins. | 35 |

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA OCTOBER 3, 2013

INFORMATION ITEMS - continued

	<u>Time</u>	<u>Page No.</u>
6. <u>Update on SCAG's Geographic Information System (GIS) Services Program</u> <i>(Kimberly Clark, SCAG Staff)</i>	Attachment 20 mins.	80

CHAIR'S REPORT

(Hon. Margaret E. Finlay, Chair)

STAFF REPORT

(Frank Wen, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next meeting of the Community, Economic and Human Development (CEHD) Committee is scheduled for Thursday, November 7, 2013, at the SCAG Los Angeles Office.

**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**September 12, 2013
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office.

Members Present

Hon. Don Campbell, Brawley	ICTC
Hon. Carol Chen, Cerritos	GCCOG
Hon. Jeffrey Cooper, Culver City	WSCCOG
Hon. Rose Espinoza, City of La Habra	OCCOG
Hon. Margaret Finlay, Duarte (Chair)	District 35
Hon. Chris Garcia, Cudahy	GCCOG
Hon. Joseph Gonzales, South El Monte	SGVCOG
Hon. Tom Hansen, City of Paramount	GCCOG
Hon. Jon Harrison, Redlands	District 6
Hon. Steve Hofbauer, Palmdale	District 43
Hon. Bill Jahn, Big Bear Lake (Vice-Chair)	District 11
Hon. Paula Lantz, Pomona	District 38
Hon. Larry McCallon, Highland	District 7
Hon. Kathryn McCullough, Lake Forest	District 13
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ray Musser, Upland	SANBAG
Hon. Sonny Santa Ines, Bellflower	GCCOG
Hon. Becky Shevlin, Monrovia	SGVCOG
Hon. Tri Ta, Westminster	District 20
Hon. Frank Zerunyan	SBCCOG

Members Not Present

Hon. Sam Allevato, City of San Juan Capistrano	OCCOG
Hon. James Butts, Inglewood	SBCCOG
Hon. Steven Choi, City of Irvine	District 14
Hon. Debbie Franklin, Banning	WRCOG
Hon. Ron Garcia, Brea	OCCOG
Hon. James Gazeley, Lomita	District 39

Members Not Present (Cont'd)

Hon. Charles Martin	Morongo Band of Mission Indians
Hon. Gene Murabito, Glendora	SGVCOG
Hon. John Nielsen, Tustin	District 17
Hon. Ed Paget , Needles	SANBAG
Hon. Laura Olhasso, La Canada-Flintridge	Arroyo Verdugo COG
Hon. Julie Hackbarth-McIntyre, Barstow	SANBAG
Hon. Susan McSweeney, Westlake Village	LVMCOG
Hon. John Palinkas	Pechanga Band of Luiseno Indians
Hon. Rex Parris, Lancaster	North Los Angeles County
Hon. Michael Wilson, Indio	CVAG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Margaret Finlay, Chair, called the meeting to order at approximately 10:15 AM. Hon. Glen Becerra led the Committee in the Pledge of Allegiance, in honor of the victims of 9/11.

PUBLIC COMMENT PERIOD

Dr. Tom Williams representing the Sierra Club Transportation Committee and the Los Angeles 32 Neighborhood Council stated that his organization is taking measures to initiate more involvement in the grassroots of the bottom-up approach.

Arnold Sachs from the City of Lennox stated that he is in support of more housing for the homeless population. Mr. Sachs further stated that there is a countywide program for sober-living and suggested that this topic be addressed at a future meeting of the CEHD.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the August 1, 2013 Meeting

A MOTION was made (Morehouse) to approve the Consent Calendar. The MOTION was SECONDED (Musser) and UNANIMOUSLY APPROVED.

ACTION ITEM

2. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan Update: Principles for Subregional Delegation

Hasan Ikhrata, Executive Director, reported that per Senate Bill 375 (SB 375), all subregions in the SCAG region have the option to work with the County Transportation Commissions (CTCs) and submit their own subregional Sustainable Communities Strategy. Mr. Ikhrata stated that staff recommends clarifying the Framework and

Guidelines regarding subregional delegation and presenting a proposed set of Principles that would serve as the basis of the Framework & Guidelines for Regional Council approval. Mr. Ikhata referred to the Draft Principles for Subregional Delegation and Update of the Framework and Guidelines outlined in the Agenda Packet.

Hon. Larry McCallon inquired if there were any significant changes from the last Draft Principles. Jacob Lieb, Manager of Sustainability, stated that there were some adjustments made to the Framework and Guidelines that were adopted by the Regional Council four years ago, particularly the circumstances under which SCAG may adjust detailed land use data below the jurisdictional level, as well as creating a new requirement for implementation monitoring.

After further discussion, a MOTION was made (McCallon) to recommend that the Regional Council approve the proposed Principles for Subregional Delegation. The MOTION was SECONDED (Musser) and UNANIMOUSLY APPROVED.

INFORMATION ITEMS

3. Litigation Update
Joann Africa, Chief Counsel, provided an overview of the litigation matters that are of interest to SCAG officials, including: 1) Metro Expo Line Phase 2 Project; 2) “Plan Bay Area” (MTC/ABAG), and EIR Lawsuits; 3) SANDAG RTP/SCS EIR Appeal; and 4) California High Speed Rail- Proposition 1A Ruling.
4. Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 RTP/SCS
Kimberly Clark, Senior Regional Planner in Research and Analysis, stated that as a result of receiving approval from the Regional Council on August 1, 2013 for the preferred protocol for communicating, approving, and submitting input to SCAG from local jurisdictions, a letter will be distributed to all cities and counties that will initiate the bottom-up local input process for the upcoming 2016 RTP/SCS. Ms. Clark stated that the letter will be submitted to local jurisdictions in October 2013, and will include a list of maps, growth forecast data, and land use information.
5. Draft Preliminary Range of County Growth Forecasts for the 2016-2040 RTP/SCS
Simon Choi, Chief of Research and Forecasting, stated that at the August 1, 2013 Community, Economic, and Human Development (CEHD) meeting, staff presented the range of regional growth forecasts, along with the input from the Panel of Experts meeting. Dr. Choi further stated that these findings, including the range of county level population, household and employment growth projections, were presented to the Technical Working Group (TWG) on August 15, 2013. He referred to the draft preliminary range of growth forecasts for 2016 RTP/SCS included in the agenda packet.

Dr. Choi stated that the next step will be to further disaggregate the middle range county growth figures down to the smaller area level, including the local jurisdictional level and

the transportation analysis zone (TAZ) level. That growth data will be presented to local jurisdictions for their review in the next several months.

6. SCAG Map Book Local Input Status Update

Jung Seo, Senior Regional Planner, Research and Analysis, provided a status report on the land use information received from local jurisdictions, and the updates to the SCAG database for development of the 2016 RTP/SCS.

Hon. Paula Lantz requested a list of local jurisdictions that have not provided SCAG with their land use information.

7. Update on Housing Element Compliance Status from SCAG Jurisdictions

Ma'Ayn Johnson, Senior Regional Planner, Land Use & Environmental Planning, provided an update on the Housing Element Compliance Status from SCAG jurisdictions. Ms. Johnson stated that local jurisdictions are required to adopt an updated Housing Element for the 5th planning cycle by October 15, 2013. She further stated that according to HCD, as of August 2013, less than fifty percent (50%) of the 197 local jurisdictions in the SCAG region have submitted draft Housing Elements for the 5th planning cycle. Ms. Johnson encouraged the members to make sure their jurisdictions adopt a housing element; otherwise, they will revert to a 4-year housing element.

Hon. Lantz requested a list of those jurisdictions that have not submitted their 5th cycle housing element. Individual jurisdictions will be notified by SCAG staff as the October 15, 2013 deadline approaches.

8. State Performance Measure Comment Letter to the U. S. Department of Transportation (DOT)

Ping Chang, Program Manager, Performance Assessment & Monitoring, stated that Moving Ahead for Progress in the 21st Century (MAP-21) is the most recent Federal transportation authorization, which requires the U.S. Department of Transportation (DOT) to establish transportation performance measures. Mr. Chang referred to the letter, included in the agenda packet, which was submitted by a group of California State agencies representing the Strategic Growth Council. Staff will continue to monitor national and statewide MAP-21 related activities.

CHAIR'S REPORT

There was no report provided.

STAFF REPORT

Frank Wen, Manager, Research & Analysis, stated that the City of Irvine is hosting the 2013 Energy Solar Decathlon and XPO. The event will be held over two weekends, October, 3-6 and October 10-13. Registration is due by September 24, 2013.

FUTURE AGENDA ITEMS

There were no future agenda items provided.

ANNOUNCEMENTS

Hon. Larry McCallon encouraged members to participate in Hon. Frank Zerunyan's course for elected officials, which is offered at the Sol Price School of Public Policy at the University of Southern California.

ADJOURNMENT

The Chair adjourned the meeting at approximately 11:15 AM.

Minutes Approved By:

A handwritten signature in black ink, appearing to read 'Frank Wen', is written over a horizontal line.

Frank Wen, Manager
Research & Analysis

Community, Economic & Human Development Committee Attendance Report

2013

Member (including Ex-Officio) LastName, FirstName	Representing	X = County Represented						X = Attended				= No Meeting NM = New Member EA = Excused Absence							
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Allevato, Sam	OCCOG			X															
Butts, James	SBCCOG		X																
Campbell, Don*	ICTC	X						X	X	X	X		X		X	X			
Chen, Carol	Gateway Cities		X						X	X	X		X		X	X			
Choi, Steven	City of Irvine (District 14)			X				NM	X	X	X		X		X				
Cooper, Jeffrey	WSCCOG		X													NM			
Espinoza, Rose	OCCOG			X						NM	X		X		X	X			
Finlay, Margaret* (Chair)	Duarte (District 35)		X					X	X	X	X		X		X	X			
Franklin, Debbie	WRCOG				X				NM	X	X		X		X				
Garcia, Chris	GCCOG		X													NM			
Garcia, Ron	OCCOG			X					X	X	X		X						
Gazeley, James*	Lomita (District 39)		X					X	X	X	X		X		X				
Gonzales, Joseph J.	SGVCOG		X					X	X	X	X		X		X	X			
Hansen, Tom	Gateway Cities									NM	X		X			X			
Harrison, Jon	District 6					X				X			X			X			
Hofbauer, Steve	Palmdale (District 43)		X					X		X	X		X			X			
Jahn, Bill* (Vice-Chair)	SANBAG (District 11)					X		X	X	X	X		X		X	X			
Lantz, Paula*	Pomona (District 38)		X					X	X	X	X		X		X	X			
Martin, Charles	Morongo Indians				X								X		X				
McCallon, Larry*	Highland (District 7)					X			X	X	X		X		X	X			
McCullough, Kathryn*	OCCOG			X				X	X	X	EA		X		X	X			
Hackbarth-McIntyre, Julie	SANBAG																		
McSweeney, Susan	Las Virgenes/Malibu COG		X																
Mirisch, John A.	WSCCOG		X																
Morehouse, Carl*	VCOG (District 47)						X	X	X	X			X		X	X			
Murabito, Gene*	SGVCOG		X							X									
Musser, Ray	SANBAG					X							X		X	X			
Nielsen, John*	Tustin (District 17)			X											X				
Olhasso, Laura	Arroyo Verdugo		X							X									
Paget, Ed	SANBAG					X							NM		X				
Palinkas, John	Pechanga Indians				X														
Parris, Rex	North L.A. County Subregion		X																
Santa Ines, Sonny	GCCOG		X					NM		X	X		X		X	X			
Shevlin, Becky	SGVCOG		X					X	X	X	X		X		X	X			
Ta, Tn*	District 20			X									NM			X			
Wilson, Michael	CVAG	X							X										
Zerunyan, Frank	SBCCOG		X													NM			
Regional Council Member*																			

DATE: October 3, 2013

TO: Community, Economic and Human Development Committee (CEHD)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, liu@scag.ca.gov;
213.236.1838

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
Plan Update: Subregional Sustainable Communities Strategy Framework and Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

In accordance with state law, all subregions in the Southern California Association of Governments (SCAG) region have the option to work with the County Transportation Commissions (CTCs) and submit their own subregional Sustainable Communities Strategy. As part of the development of the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS), the policies and terms for accepting and incorporating subregional SCS documents into the regional plan were laid out in "Framework and Guidelines," required in statute and adopted by the Regional Council in 2009 (see here for a copy of the approved guidelines: http://rtpscs.scag.ca.gov/Documents/scs/SB375_FrameworkGuidelines040110.pdf).

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) plan update, staff recommends clarifying the Framework and Guidelines regarding subregional delegation. The draft Framework and Guidelines (attached) are based upon the "Principles for Subregional Delegation" ("Principles") document that were reviewed and recommended for RC approval by CEHD on September 12, 2013, and are pending review and approval by the Regional Council.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

State law codifying SB 375 directs SCAG Regional Council to adopt a SCS by specified deadlines to meet State adopted greenhouse gas emission reduction targets by 2020 and 2035. SB 375 also provides the option for a SCAG sub-region to prepare and submit to SCAG a subregional SCS for the 2016 RTP/SCS plan update (Note: there are 15 subregions within the SCAG region. In the last SCS plan development, two of the 15 subregions choose to take delegation). The statute further directs SCAG to prepare a Framework and Guidelines document to delineate parameters for preparation of sub-regional SCSs and their integration into the regional approved SCS.

The Framework and Guidelines for the 2016 RTP/SCS Plan Update are based on the approved Framework and Guidelines for the 2012 RTP/SCS Plan. The document as presented here provides updates and revisions based on the Principles reviewed by CEHD on September 12, 2013, along with other comments received,

REPORT

notably through the Technical Working Group meeting held September 16, 2013. The attached revised Framework and Guidelines document is brought forth to CEHD for review and discussion.

The steps and schedule for amending the Framework and Guidelines are as follows:

1. Discussion of these Principles in preliminary draft form with Technical Working Group (August 15, 2013)
2. CEHD recommended approval of Principles (September 12, 2013)
3. Open session for Technical Working Group members to review the recommended final Principles and draft updated Framework and Guidelines (week of September 16, 2013)
4. Review and Comment by CEO Sustainability Working Group (September 24, 2013)
5. Regional Council approval of Principles, and Draft Framework and Guidelines presented to CEHD for information (October 3, 2013)
6. Framework and Guidelines presented to CEHD for action, and RC for information (November 7, 2013)
7. Framework and Guidelines presented to Regional Council for action (January 2, 2014)
8. Deadline for subregions to communicate intent to prepare a subregional SCS (February 28, 2014)

FISCAL IMPACT:

Funding for SCAG staff support work on the Principles, Framework and Guidelines for subregional SCS delegation is included in SCAG's FY 2013-14 Overall Work Program (OWP) Budget which includes grant funds from federal, state and local sources. Staff's work for the current fiscal year is included in FY 2013-14 OWP 065.SCG02663.02.

ATTACHMENT:

Draft Subregional Sustainable Communities Strategy Framework and Guidelines

Southern California Association of Governments (SCAG)
*Revised for use in developing 2016-2040 Regional Transportation Plan/Sustainable
 Communities Strategy (2016 RTP/SCS)*

SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGY
 FRAMEWORK AND GUIDELINES

I. INTRODUCTION

Codified in 2009, California's Sustainable Communities and Climate Protection Act (referred to as "SB 375"), calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SCAG, working with the individual County Transportation Commissions (CTCs) and the sub-regions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. The success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

Briefly summarized here, SB 375 requires SCAG as the Metropolitan Planning Organization (MPO) to:

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS will meet a State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdictional level.
- Specific to SCAG only, allow for sub-regional SCS/APS development.
- Develop a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that "a sub-regional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy . . . for that sub-regional area." Govt. Code §65080(b)(2)(D). In addition, SB 375 provides that SCAG "may adopt a framework for a sub-regional SCS or a sub-regional APS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships." *Id.*

Finally, SB 375 requires SCAG to "develop overall guidelines, create public participation plans, ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region." *Id.* Note that the Framework and Guidelines may be administratively amended subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

The intent of this Framework and Guidelines for Sub-regional Sustainable Communities Strategy (also referred to herein as the “Framework and Guidelines” or the “Sub-regional Framework and Guidelines”) is to offer the SCAG region’s sub-regional agencies the highest degree of autonomy, flexibility and responsibility in developing a program and set of implementation strategies for their sub-regional areas while still achieving the goals of the regional SCS. This will enable the sub-regional strategies to reflect the issues, concerns, and future vision of the region’s collective jurisdictions with the input of the fullest range of stakeholders. This Framework and Guidelines establishes standards for the sub-regions’ work in preparing and submitting sub-regional strategies, while also laying out SCAG’s role in facilitating and supporting the sub-regional effort with data, tools, and other assistance.

The Framework and Guidelines are intended to facilitate the specific sub-regional option to develop the SCS (and optional APS) as described in SB 375. SCAG supports the fullest possible participation and will work closely with all the sub-regions equally within the SCAG region (regardless if the sub-region accepts sub-regional SCS delegation or not) to develop the regional SCS.

II. ELIGIBILITY AND PARTICIPATION

The option to develop a sub-regional SCS (and APS if they choose) is available to any sub-regions recognized by SCAG, regardless of whether the organization is formally established as a “sub-regional council of governments.”

CTCs play an important and necessary role in the development of a sub-regional SCS. Any sub-region that chooses to develop a sub-regional strategy will need to work closely with the respective CTC in its sub-regional area in order to identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of sub-regional strategies, including partnerships between and among sub-regions.

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) cycle, sub-regional agencies should indicate to SCAG, in writing by February 28, 2014, if they intend to exercise their option to develop their own sub-regional SCS (see the Schedule for Development of the 2016 RTP/SCS attached here as Exhibit 1.)

Sub-regions that choose to develop an SCS for their area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The sub-region’s decision to prepare the sub-regional SCS for their area must be communicated through formal action of the sub-regional agency’s governing board or the agency’s designee. Subsequent to receipt of any sub-region’s decision to develop and adopt an SCS, SCAG and the sub-region will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations, and provides general direction to the sub-regions in preparing a sub-regional SCS (and APS if necessary).

A. SCAG's goals for complying with SB 375 include:

- Update the 2016 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2012-2035 SCS.
- Achieve the regional GHG emission reduction targets for 2020 and 2035 for cars and light trucks through an SCS.
- Fully integrate SCAG's planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions, sub-regions and CTCs in the development of the SCAG regional SCS and implementation of the sub-regional provisions of the law.
- Assure that the SCS adopted by SCAG and submitted to California Air Resources Board (ARB) is a reflection of the region's collective growth strategy and vision for the future.
- Demonstrate continued reasonable progress in implementing the 2012-2035 RTP/SCS.
- Develop strategies that incorporate and are respectful of local and sub-regional priorities, plans, and projects.

B. Flexibility, Targets and Adoption

Sub-regions may develop an appropriate strategy to address the region's greenhouse gas reduction goals and the intent of SB 375. Sub-regions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

SCAG will not issue sub-regional GHG or any other sub-regional performance targets.

Growth distribution and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council.

C. Outreach Effort and Principles

In preparing a sub-regional SCS, sub-regions are required to conduct an open and participatory process that allows for stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A.(3).

D. Communication and Coordination

Sub-regions developing their own SCS are strongly encouraged to maintain regular communication with SCAG staff, the respective CTC, their jurisdictions and other stakeholders, and other sub-regions if necessary, to review issues as they arise and to assure close coordination. Mechanisms for ongoing communication should be established in the early phases of strategy development.

E. Planning Concepts

SCAG, its sub-regions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including the development of the 2012-2035 RTP/SCS. The sub-regional SCS should consider the 2012-2035 RTP/SCS and build off of its policies and concepts, including emphases on compact development, developing transit-oriented, mixed use, and walkable, bike-able communities, concentration on destinations/attractions and vehicle technology in concert with land use, and providing for a mix of housing and jobs, among other. These are further discussed in Section IV.A.(1).

IV. GUIDELINES

These Guidelines describe specific parameters for the sub-regional SCS/APS effort under SB 375, including process, deliverables, data, documentation, and timelines. As described above, the Guidelines are created to ensure that the region can successfully incorporate strategies developed by the sub-regions into the regional SCS, and that the region can comply with its own requirements under SB 375. Failure to proceed in a manner consistent with the Guidelines could result in SCAG not accepting a sub-region's submitted strategy.

A. SUB-REGIONAL ROLES AND RESPONSIBILITIES

(1) Sub-regional Sustainable Communities Strategy

Sub-regions that choose to exercise their optional role under SB 375 will develop and adopt a sub-regional Sustainable Communities Strategy. That strategy must contain all of the required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the sub-region;
- (ii) identify areas within the sub-region sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify areas within the sub-region sufficient to house an eight-year projection of the regional housing need for the sub-region pursuant to Section 65584;

- (iv) identify a transportation network to service the transportation needs of the sub-region;
 - (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the sub-region as defined in subdivisions (a) and (b) of Section 65080.01;
 - (vi) consider the state housing goals specified in Sections 65580 and 65581;
 - (vii) set forth a forecasted development pattern for the sub-region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB; and
 - (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).
- [Government Code §65080(b)(2)(B).]

In preparing the sub-regional SCS, the sub-region should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) strategies (which includes pricing), and Transportation System Management (TSM) strategies. Sub-regions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with local General Plans currently in place. If the land use assumptions included in the final sub-regional SCS depart from General Plans, it is recommended that sub-regions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32).

Sub-regions are encouraged, but not required, to develop a range of scenarios integrating transportation, growth, land use, housing, and environmental planning. Should a sub-region choose to develop alternative scenarios, they should be considered and evaluated using comparative performance information. If scenarios are prepared, sub-regions may choose to work with SCAG for further guidance. Tools that can allow for a process similar to that used at the regional level will be provided.

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a sub-regional SCS to be valid, they must also be included in the corresponding RTP/SCS. Further, such projects need to be scheduled in the FTIP for construction completion by the target years (2020 and 2035) in order to demonstrate any benefits as part of the SCS. As such, sub-regions will need to collaborate with the respective CTC in their area to coordinate the sub-regional SCS with future transportation investments.

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines. SCAG may adjust sub-regionally

submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets or other performance objectives specified by the Regional Council. More information on this contingency is included below in Section IV.C.(4) “Incorporation/Modification.”

The regional SCS, including incorporated sub-regional SCSs, are subject to a standard public review process and review and adoption by the SCAG Regional Council.

(2) Sub-regional Alternative Planning Strategy

At this time, SCAG will not prepare a regional APS for the 2016 Plan update. SCAG does not anticipate that a sub-regional APS scenario will be appropriate for the 2016 Plan update. Nevertheless, SB 375 provides sub-regions the option to further develop an APS, according to the procedures and requirements described in SB 375.

If a sub-region decides to prepare an APS, they must prepare a Sustainable Communities Strategy first, in accordance with SB 375. A sub-regional APS is not “in lieu of” a sub-regional SCS, but in addition to the sub-regional SCS.

Sub-regions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a sub-regional APS will be determined based on further discussions. In the event that a sub-region chooses to prepare an APS, the content of a sub-regional APS should be consistent with state requirements (See Government Code §65080(b)(2)(H)), as follows:

- (i) Shall identify the principal impediments to achieving the sub-regional SCS.
- (ii) May include an alternative development pattern for the sub-region pursuant to subparagraphs (B) to (F), inclusive.
- (iii) Shall describe how the alternative planning strategy would contribute to the regional greenhouse gas emission reduction target, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for the sub-region.
- (iv) An alternative development pattern set forth in the APS shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the ARB.
- (v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an APS shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(3) Sub-Regional SCS Outreach

SCAG will fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any sub-regional SCS/APS. SCAG’s

adopted Public Participation Plan incorporates the outreach requirements of SB 375, integrated with the outreach process for 2016 RTP/SCS development. See Section C(2) below for more information on SCAG's regional outreach plan.

In preparing a sub-regional SCS, sub-regions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375. Sub-regional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Sub-regions that elect to prepare their own SCS are encouraged to present their sub-regional SCS, in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the sub-regions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to distribute notices and outreach materials to the sub-regions' stakeholders. Additional outreach may be performed by sub-regions.

(4) Sub-regional SCS Approval

The governing board of the sub-regional agency shall approve the sub-regional SCS prior to submission to SCAG. SCAG recommends there be a resolution from the governing board of the sub-region with a finding that the land use strategies included in the sub-regional SCS are feasible and based upon consultation with the local jurisdictions in the respective sub-region. Sub-regions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the sub-regional SCS is not a "project" for the purposes of CEQA; rather, the RTP which will include the regional SCS is the actual "project" which will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the sub-regional SCSs, will undergo a thorough CEQA review. Nevertheless, sub-regions approving sub-regional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their "no project" determination and/or to invoke the "common sense" exemption pursuant to CEQA Guidelines § 15061(b)(3).

In accordance with SB 375, sub-regions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

(5) Data Standards

Sub-regions and jurisdictions are strongly encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool for developing and evaluating the sub-regional SCSs and to submit sub-regional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate sub-regional submissions with the regional SCS and will allow sub-regions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions. See Section IV.C.(11) "Tools" below for more information on SPM.

Growth distribution and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level.

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide local input process for 2016 RTP/SCS development. More information on data and the local input process can be found below in Section IV.C.(10) and in the attached Appendix A.

(6) Documentation

Sub-regions are expected to maintain full and complete records related to the development of the sub-regional SCS, and to use the most recent local general plans and other locally approved planning documents.

(7) Implementation Monitoring

Delegated sub-regions for the 2016 Plan will be required to provide progress reporting on the implementation of policies included in their sub-regional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates, and is consistent with SCAG's intended approach for developing the 2016 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our sub-regions and local jurisdictions are documented and recognized.

To monitor implementation sub-regions should track subsequent actions on policies and strategies included in the sub-regional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.

While sub-regions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, SCAG is in the process of developing a scope of work for regional monitoring which can be used as guidance for sub-regional monitoring. This may involve, for example, a survey of local jurisdictions on their general plan updates reflecting SCS policies. SCAG will lead the effort for any data-intensive exercise and technical analysis, with assistance from sub-regions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated sub-regions.

(8) Timing

An overview schedule of the major milestones of the sub-regional process and its relationship to the regional 2016 RTP/SCS is attached here as Appendix B and may be further delineated or adjusted in MOUs with delegated sub-regions.

(9) Relationship to Regional Housing Needs Assessment and Housing Element

This section is not applicable to the 2016 RTP/SCS process, as the RHNA will next be updated in 2020.

Although SB 375 calls for an integrated process, sub-regions are not automatically required to take on RHNA delegation as described in state law if they prepare an SCS/APS. However, SCAG encourages sub-regions to undertake both processes due to their inherent connections.

SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. See Government Code §65584.04(i). Population and housing demand must also be proportional to employment growth. At the same time, in addition to the requirement that the RHNA be consistent with the development pattern in the SCS, the SCS must also identify areas that are sufficient to house the regional population by income group through the RTP/SCS planning period, and must identify areas to accommodate the region's housing need for the next local Housing Element eight year planning period update. The requirements of the statute are being further interpreted through the RTP/SCS guidelines process. Staff intends to monitor and participate in the guidelines process, inform stakeholders regarding various materials on these issues, and amend, if necessary, these Framework and Guidelines, pending its adoption.

The option to develop a sub-regional SCS is separate from the option for sub-regions to adopt a RHNA distribution, and subject to separate statutory requirements. Nevertheless, sub-regions that develop and adopt a sub-regional SCS should be aware that the SCS will form the basis for the allocation of housing need as part of the RHNA process. Further, SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the year need for housing, and that housing not be constrained by certain types of local growth controls as described in state law.

SCAG will provide further guidance for sub-regions and a separate process description for the RHNA during RTP/SCS cycles in which it applies.

B. COUNTY TRANSPORTATION COMMISSIONS' ROLES AND RESPONSIBILITIES

Sub-regions that develop a sub-regional SCS will need to work closely with the CTCs in their area in order to coordinate and integrate transportation projects and policies as part of the sub-regional SCS. As discussed above (under "Sub-regional Sustainable Communities Strategy"), any transportation projects identified in the sub-regional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between sub-regions and CTCs.

C. SCAG ROLES AND RESPONSIBILITIES

SCAG's roles in supporting the sub-regional SCS development process are as follows:

(1) Preparing and adopting the Framework and Guidelines

SCAG will update and have the SCAG Regional Council adopt these Framework and Guidelines each RTP/SCS cycle in order to assure regional consistency and the region's compliance with law.

(2) Public Participation Plan

SCAG will assist the sub-regions by developing, adopting and implementing a Public Participation Plan and outreach process with stakeholders. This process includes consultation with congestion management agencies, transportation agencies, and transportation commissions; and SCAG will hold public workshops and hearings. SCAG will also conduct informational meetings in each county within the region for local elected officials (members of the board of supervisors and city councils), to present the draft SCS (and APS if necessary) and solicit and consider input and recommendations.

(3) Methodology

As required by SB 375, SCAG will adopt and regularly update a methodology for measuring greenhouse gas emission reductions associated with the strategy.

(4) Incorporation/Modification

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375 (Government Code Section 65080 et seq.), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines.

Further, SCAG may develop and incorporate growth and land use assumptions for delegated sub-regions that differ from or go beyond what is submitted by delegated sub-regions. For incorporation in the regional RTP/SCS, SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level for a number of reasons including complying with statutory requirements, ensuring meeting a regional GHG target or other regional performance objectives specified by the SCAG Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to sub-regional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops (mid-2015) as required under SB 375. Any necessary modifications of sub-regionally-submitted growth distribution and land use data for the RTP/SCS will be made at the sub-jurisdictional level. Growth distribution and land use data for 2016 sub-regional SCS submittals will be held constant at the jurisdictional level.

The intent of this provision is to maintain flexibility in assembling the regional SCS if such flexibility is needed to meet federal or State requirements. Any adjustment to sub-regionally submitted growth distribution and land use data will be an iterative process, in close collaboration with the sub-region and affected jurisdictions. SCAG staff will also work closely with sub-regions prior to the finalization and submittal of the sub-regional SCS to address potential adjustments.

The development of a sub-regional SCS does not exempt the sub-region from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. An example from the adopted 2012-2035 RTP/SCS is regional TDM. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

SCAG will develop a MOU with each sub-region to define a process and timeline whereby sub-regions would submit a draft sub-regional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process.

(5) Modeling

SCAG currently uses a Trip-Based Regional Transportation Demand Model and ARB's EMFAC model for emissions purposes. SCAG is also in the process of developing an Activity Based Model for use in 2016 RTP/SCS development and evaluation.

SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

As discussed above (Section IV.C.(4)), SCAG may make adjustments to sub-regionally submitted land use data in order to meet the GHG targets or to achieve other performance objectives. The process for finalizing formal Performance Measures will inform any potential adjustments. Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one is to be used in evaluating regional-level scenarios for the 2016 RTP/SCS. The other is for monitoring the implementation of the 2012-2035 RTP/SCS. The monitoring of implementation may include, for example, tracking the joint work program activities between SCAG and CTCs, local general plan updates, and housing element compliance. Building on the foundation of the performance measures developed for the 2012-2035 RTP/SCS, the 2016 RTP/SCS will include any additional MAP-21 performance measures scheduled for adoption in April 2015 by the U.S. Department of Transportation as well as other updates adopted by the Regional Council. Most update related activities for the 2016 RTP/SCS performance measures are expected to take place between January 2014 and May 2015. This will be addressed through discussions with

the SCAG Technical Working Group and stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of sub-regional strategies, the Regional Council will finalize and adopt the 2016 RTP/SCS. SCAG will submit the SCS, including all sub-regional SCSs to ARB for review as required in SB 375.

(8) Conflict Resolution

SCAG must develop a process for resolving conflicts, as required by SB 375. As noted above, SCAG will accept the sub-regional SCS unless it is inconsistent with SB 375, federal law, or the Sub-regional Framework and Guidelines. In the event that growth and land use assumptions in a sub-regional SCS must be modified, the process will be collaborative, iterative and in close coordination among SCAG, sub-regions and their respective jurisdictions and CTCs. SCAG may establish a conflict resolution process as part of the MOU between SCAG and the sub-region.

(9) Funding

Funding for sub-regional activities is not available at this time. Any specific parameters for future funding are speculative. SCAG does not anticipate providing a share of available resources to sub-regions if funding were to become available. While there are no requirements associated with potential future funding at this time, it is advisable for sub-regions to track and record their expenses and activities associated with these efforts.

(10) Data

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide local input process for 2016 RTP/SCS development. Information on data and the local input process can be found in the attached Appendix A.

(11) Tools

SCAG is developing a SPM tool for sub-regions and local jurisdictions to analyze land use impact. SCAG anticipates that this tool will be available for use in May 2014. The use of this tool is not mandatory and is at the discretion of the sub-region. SPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on greenhouse gas emissions, auto ownership, mode use, vehicle miles of travel (VMT), and other metrics in real time. Users will be able to estimate transportation and emissions impacts by modifying land use designations within their community. SPM can be used by sub-regions in a technical setting for developing and evaluating alternative scenarios and in outreach settings for visualizing and communicating planning options and potential outcomes. SPM can also be used to collect, organize and transmit data.

Other planning tools that SCAG maintains or has access to (e.g., CaLOTS application) will, likewise, be made available to sub-regions for the sub-regional SCS development effort. SCAG will consider providing guidance and training on additional tools based on further discussions with sub-regional partners.

(12) Resources and technical assistance

SCAG will assist the sub-regions by making available technical tools for scenario development as described above. SCAG staff can participate in sub-regional workshops, meetings, and other processes at the request of the sub-region, and pending funding and availability. SCAG's legal staff will be available to assist with questions related to SB 375 or SCAG's implementation of SB 375. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to sub-regions.

D. MILESTONES/SCHEDULE

- Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – February 28, 2014
- CARB issues Final Regional Targets – TBD
- Sub-regional SCS development – through early 2015
- Release Draft 2016 RTP/SCS for public review – Fall 2015
- Regional Council adopts 2016 RTP/SCS – Spring 2016

For more detail on the process schedule and milestones, refer to the attached Appendix B. If other milestones are needed, they will be incorporated into the MOU between SCAG and the Sub-region.

APPENDIX A DATA REQUIREMENTS AND LOCAL INPUT PROCESS FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES

2016 RTP/SCS Development and the Local Input Process

Overview

Additional planning considerations will be addressed in the development of 2016 RTP/SCS, including issues flowing from the state, national and regional levels. Planning activities with complementary goals through all levels of government, include the following:

- The California Air Resources Board (ARB) Scoping Plan, Vision Framework and State of California's efforts to accelerate the introduction of zero emission vehicles (ZEV), as spelled out in the Governor's Executive Order B-16-2012; (<http://www.gov.ca.gov/news.php?id=17472>), and the associated Zero Emission Vehicle Action Plan ([http://opr.ca.gov/docs/Governor's Office ZEV Action Plan \(02-13\).pdf](http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf)).
- Air Quality Management Plans for the 2008 Ozone National Ambient Air Quality Standards. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 2016. The SCAG region contains seven such nonattainment areas: Coachella Valley, Imperial County, Morongo Area of Indian Country, Pechanga Area of Indian Country, South Coast Air Basin, Ventura County, and Western Mojave Desert Air Basin;
- The Air Resources Board's potential consideration of revised Greenhouse Gas (GHG) emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond;
- The state transportation plan and freight plan;
- New requirements for RTPs included in the federal transportation reauthorization (MAP-21) Of note, MAP-21 includes substantial new processes for developing performance measures.

Also note that State law requires a coordinated Regional Housing Needs Assessment (RHNA) and Housing Element update cycle every eight years, or with *every other* RTP/SCS update. Given that the fifth cycle RHNA process was completed in conjunction with the 2012-2035 RTP/SCS, there will be **no** RHNA/Housing Element update with the 2016 plan.

SCAG and its partners have been diligently fulfilling the promise of the 2012-2035 RTP/SCS by focusing on implementation actions, including:

- Forming six subcommittees to closely examine issues of interest from the 2012-2035 plan, who ultimately recommended next steps that were approved by the Regional Council in May 2013;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the six County Transportation Commissions in the SCAG region;
- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012-2035 plan, including innovative transportation finance, Cap and Trade implementation, and California Environmental Quality Act (CEQA) modernization.

Local Input Process

Based on the 2016 RTP/SCS Preliminary Draft Schedule and Milestones, the local input and review process will commence in October 2013 and conclude in September 2014. SCAG will seek Regional Council adoption of jurisdictional level population, households and employment for the years 2020, 2035 and 2040, which is the same as the adoption policy for the 2012-2035 RTP/SCS cycle.

Types of Variables

Variables are categorized into socio-economic variables and land use variables. The socioeconomic variables include population, households, housing units, and employment. The land use variables include land uses, residential densities, building intensities, etc., as described in SB 375. Sub-regions may use various typologies to capture land uses and can consult with SCAG for further guidance.

Geographical Levels

SCAG will be adopting the data at the jurisdictional level, but will make available Transportation Analysis Zone (TAZ) level data to jurisdictions and sub-regions. As part of the SPM development, SCAG is currently working on a new zone system, "SPMZ". Sub-regions' use of SPM is not required but SCAG will work with sub-regions to facilitate data development at the SPMZ level if so desired.

Base Year and Forecast Years

The socio-economic and land use variables will be required for the base year of 2012, and the target/plan horizon years of 2020, 2035 and 2040.

SCAG staff will develop the following socioeconomic and land use datasets through a bottom-up local input and review process as required by the 2016 RTP/SCS and Programmatic Environmental Impact Report (PEIR) for the 2016 RTP/SCS:

- Geographic datasets that establish existing conditions, including information on local general plan land use, zoning, existing land use, jurisdictional boundary, sphere of influence, farmland, flood areas, endangered species, transit priority areas, open space conservation plans, etc. (March 2013 – September 13th, 2013);
- Base year (2012) population, employment, household figures for all city and TAZs;
- Revised growth forecasts of population, employment, and households for the 2016 RTP/SCS at the jurisdictional and TAZ level for 2020, 2035, and 2040 will be sent out for review and input by local jurisdictions.
- Scenario planning exercise with SPM. This will involve voluntary alternative local jurisdiction land use scenarios, as well as sub-regional and regional level scenario planning exercises. These may include additional funding assumptions, Transportation Demand Management (TDM), Transportation System Management (TSM), active transportation measures, technology and other related strategies. All of these activities will serve as foundation to form the policy forecasts that will be derived from this local input process, if applicable; and
- Development of PEIR alternatives.

The datasets and land use scenarios, will be developed in four stages:

Stage 1 – Preliminary Land Use Data Collection and Review (March 2013 – September 13, 2013)

SCAG staff will have compiled and processed preliminary land use data from local jurisdictions and submitted these datasets for review and comment

Starting in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning data. This data was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual *draft* Map Book for each city and county in the region. Note this information was sent on August 9, 2013 to each jurisdiction's planning director and city manager for their review. To review your jurisdiction's map book from SCAG, please access the following link: ftp://scag-data:Scag424@data.scag.ca.gov/Data_Map_Book. SCAG is requesting input on these datasets in order to ensure the accuracy of this land use data, which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. Data workshops and/or one-on-one meetings with local jurisdictions were provided on an as-needed basis, and were conducted in August and September of 2013 to collect revisions, answer questions, and provide assistance as needed. SCAG is anticipating receiving verification of accuracy on each jurisdiction's general plan land use, zoning data, and existing land use at the parcel level.

Stage 2 – Review of Base Year 2012 Socioeconomic Data and Future Years Growth Forecast (October 2013- May 2014)

Staff will send a package with existing 2012 base year socioeconomic data and preliminary growth projections for the years 2020, 2035 and 2040. This data will be provided both at the jurisdictional and TAZ levels. An overview of the sample data package including base year figures and projected growth will be presented to SCAG's

policy committees and Technical Working Group (TWG). Also, this material will also be presented at sub-regional meetings throughout the region in October and November of 2013. It is important to note that these are not the formal public workshops required in SB 375. Staff will also follow up with one-on-one meetings, upon request, to collect data changes, answer questions, and provide individual assistance. SCAG's Regional Council will approve population, households and employment forecasts for the years 2020, 2035 and 2040 at the jurisdictional level. This is the same practice that was established for the previous RTP/SCS cycle. Jurisdictions may submit sub-jurisdictional level input at their option. However, sub-jurisdictional information will only be included as advisory in SCAG's adopted RTP/SCS. SCAG is starting a new open space database program for this planning cycle that will coordinate existing local, state, and federal open space conservation efforts. This will include review, comment and confirmation of Open Space data (maps/data), and a survey on local open space plans, policies and approaches. The deadline for providing input on this portion of the local input process will be May 2014.

Stage 3 – Detailed Land Use Scenario Exercises (May 2014 –September 2014)

Note: This section applies to non-delegated sub-regions. During the May 2014 – September 2014 period delegated sub-regions will be developing sub-regional SCSs according to their own process. Delegated sub-regions may use this section as guidance for designing their own process and SCAG may provide other assistance as needed.

SCAG will assist local jurisdictions to develop detailed land use scenarios by place types (density, intensity, and uses). An important part of the RTP/SCS development process is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the RTP/SCS growth and land use assumptions (scenario plan) for this purpose if desired, with the clear understanding that land use data should be developed in a voluntary, bottom up process, based on interest and participation at the option of each jurisdiction. The deadline for providing input on this portion of the local input process will be September 2014.

Further, to facilitate Stages 3 and 4, to enhance the quality and consistency of data review and exchange between SCAG and jurisdictions and to provide jurisdictions with a tool to perform scenario exercises, SCAG is developing the UrbanFootprint Model (SPM). SPM will be available by May 2014; it will provide a common platform allowing easy access to SCAG's datasets allowing local jurisdictions to provide input on open space data electronically. While it is voluntary, we strongly encourage that jurisdictions utilize the SPM for data review and to provide input. Attachment E contains a description of SCAG's SPM.

APPENDIX B

SCHEDULE AND MILESTONES FOR FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES

SCS

The key milestones and related schedule for the Regional SCS are as follows:

- CARB issues Final Regional Targets – TBD
- Regional SCS Workshops – mid-2015
- Release Draft 2016 RTP/Regional SCS for public review – Fall 2015
- Regional Council adopts 2016 RTP/SCS – Spring 2016

Sub-regional SCS

The key milestones and related schedule required as part of the development of the Sub-regional SCS are as follows:

1. Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – February 28, 2014
2. Draft Sub-regional Dataset/Delivery to SCAG – May 2014
3. Final Sub-regional Dataset/Delivery to SCAG and CTC preliminary input on all planning projects – September 2014
4. Status report on Preliminary Sub-regional SCS – September 2014
5. Preliminary SCS / for purposes of preparing PEIR project description (intended to be narrative only project description that describes intended strategies or strategy options that are likely to be incorporated into the final Sub-regional SCS) – January 2015
6. Status report on Draft Sub-regional SCS – January 2015
7. Draft Sub-regional SCS (containing all components described above) to be incorporated into draft Regional SCS – February 2015
8. Iterative process, if necessary to meet target – January through March 2015
9. Status report on final Sub-regional SCS – February 2015
10. Final Sub-regional SCS for incorporation into Regional SCS – March 2015
11. CTC final input on planned projects from the CTCs – March 2015
12. Regional SCS adoption – April 2016

DATE: October 3, 2013

TO: Community, Economic, and Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ma'Ayn Johnson; Senior Regional Planner, Land Use & Environmental Planning; (213) 236-1975; johnson@scag.ca.gov

SUBJECT: Update on Housing Element Compliance Status from SCAG Jurisdictions

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG completed its 5th RHNA cycle with the adoption of the Final Regional Housing Needs Assessment (RHNA) Allocation Plan by the Regional Council on October 4, 2012 and approval of the Final Allocation Plan by California Department of Housing and Community Development (HCD) on November 26, 2012. Local jurisdictions are required to adopt updated Housing Elements for the 5th planning cycle by October 15, 2013. Per the request at the September CEHD meeting, SCAG staff will provide an update on the status of 5th housing element compliance in the SCAG region.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

To comply with state housing law, jurisdictions within California must update their housing element every eight (8) years. In addition to providing a site and zoning analysis to accommodate the projected housing need as determined by the RHNA Allocation Plan, jurisdictions are required to assess their existing housing needs. Housing elements for the 5th planning cycle (October 2013 to October 2021) must be adopted by jurisdictions within the SCAG region by October 15, 2013. Typically, jurisdictions adopt their respective final housing elements after receiving comments from HCD on their submitted draft housing element.

According to HCD, as of mid-September 2013, a little over 50% of the 197 local jurisdictions in the SCAG region have submitted draft Housing elements for the 5th planning cycle for HCD's review. It is anticipated that many jurisdictions will be adopting local housing elements by the October deadline. In addition, by comparison, 85% of the local jurisdictions in the SCAG region had compliant Housing elements for the 4th cycle planning period and SCAG expects at least the same with respect to the 5th cycle Housing elements. The most up-to-date list of Housing elements under review by HCD is available at: <http://www.hcd.ca.gov/hpd/hrc/plan/he/review.pdf>. Please note that this list includes local jurisdictions that are outside of the SCAG region. Some jurisdictions on the list have not adopted their Housing Elements for the 4th planning cycle. To assist with the matter, SCAG recently sent letters to these jurisdictions urging them to contact HCD to address the situation.

FISCAL IMPACT: Work associated with this item is included in the FY 2013-14 OWP under 080.SCG00153.06.

ATTACHMENT: None

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DATE: October 3, 2013

TO: Community Economic and Human Development (CEHD) Committee
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Jung Seo, Senior Regional Planner, 213-236-1861, seo@scag.ca.gov

SUBJECT: SCAG Local Input Status Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide a status report on land use input received from local jurisdictions and updates completed to SCAG's database for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

SCAG has worked with local jurisdictions to update its land use database (compiled and published as Map Book) as the first stage of the bottom-up local input process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS). Beginning in March 2013, staff communicated with 197 local jurisdictions and coordinated with each subregional organization to request the most recent land use information to ensure accuracy of the land use information which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. This stage of land use data collection and review (i.e., Stage 1) is also introduced and highlighted in the September 12, 2013 CEHD agenda report, Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016 RTP/SCS.

With the collaborative support of local jurisdictions and subregional organizations, SCAG staff received general plan land use input from 134 local jurisdictions and completed land use updates for 131 cities as of September 11, 2013 (see Attachment). Staff will continue to reach out to the remaining local jurisdictions to collect the updated land use input and to confirm SCAG staff's land use updates during Stage 2 of the process. Staff will also provide local planners with GIS training and other GIS services necessary to maintain the local jurisdictions' GIS land use database.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2013-14 Overall Work Program under 045.SCG00694.01 GIS Development and Applications and 045.SCG00694.03 Professional GIS Services Program Support.

ATTACHMENT:

Current Status on Land Use Input and Updates of Local Jurisdictions

Status of Land Use Input and Map Book Review from Local Jurisdictions

(As of 9/20/13)

COUNTY	SUBREGION	CITIES IN SUBREGION	INITIAL LAND USE INPUT RECEIVED? ¹	INPUT RECEIVED? ¹ (%)	RESPONSE ON MAP BOOK RECEIVED? ²	RESPONSE RECEIVED ² (%)
Imperial	ICTC	8	6	75%	2	25%
Los Angeles	Arroyo Verdugo	3	3	100%	0	0%
Los Angeles	City Of Los Angeles	3	2	67%	1	33%
Los Angeles	GCCOG	26	14	54%	6	23%
Los Angeles	Las Virgenes Malibu COG	5	3	60%	2	40%
Los Angeles	North Los Angeles County	3	3	100%	0	0%
Los Angeles	SBCCOG	15	12	80%	3	20%
Los Angeles	SGVCOG	30	14	47%	8	27%
Los Angeles	WCCOG	4	4	100%	1	25%
Orange	OCCOG	35	26	74%	14	40%
Riverside	CVAG	10	7	70%	2	20%
Riverside	WRCOG	19	13	68%	6	32%
San Bernardino	SANBAG	25	20	80%	2	8%
Ventura	VCOG	11	11	100%	6	55%
Totals		197	138	70%	53	27%

(Please note that the cities in the San Fernando Valley Council of Governments (SFVCOG) are not included to avoid double counting of city numbers.)

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database.

2. On August, 9th, 2013, SCAG staff sent an email to each jurisdiction's planning director and city manager for their review on the draft Map Book and input is requested by September 13th, 2013. SCAG staff have incorporated all feedbacks on the Map Book received. For those jurisdictions who have yet to submit input to SCAG by the initial deadline (September 13th, 2013), staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

Status of Land Use Input and Map Book Review from Local Jurisdictions
(As of 9/20/13)

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? ¹	RESPONSE ON MAP BOOK RECEIVED? ²
Imperial	ICTC	Brawley	Yes	No
Imperial	ICTC	Calexico	Yes	Yes
Imperial	ICTC	Calipatria	No	No
Imperial	ICTC	El Centro	No	No
Imperial	ICTC	Holtville	Yes	No
Imperial	ICTC	Imperial	Yes	No
Imperial	ICTC	Unincorporated	Yes	No
Imperial	ICTC	Westmorland	Yes	Yes
Los Angeles	Arroyo Verdugo	Burbank	Yes	No
Los Angeles	Arroyo Verdugo	Glendale	Yes	No
Los Angeles	Arroyo Verdugo	La Canada Flintridge	Yes	No
Los Angeles	City of Los Angeles	Los Angeles	Yes	Yes
Los Angeles	City of Los Angeles	San Fernando	No	No
Los Angeles	City of Los Angeles	Unincorporated	Yes	No
Los Angeles	GCCOG	Artesia	No	Yes
Los Angeles	GCCOG	Avalon	Yes	No
Los Angeles	GCCOG	Bell	No	No
Los Angeles	GCCOG	Bell Gardens	Yes	No
Los Angeles	GCCOG	Bellflower	Yes	Yes
Los Angeles	GCCOG	Cerritos	Yes	Yes
Los Angeles	GCCOG	Commerce	No	No
Los Angeles	GCCOG	Compton	Yes	No
Los Angeles	GCCOG	Cudahy	No	No
Los Angeles	GCCOG	Downey	Yes	No
Los Angeles	GCCOG	Hawaiian Gardens	Yes	No
Los Angeles	GCCOG	Huntington Park	No	No
Los Angeles	GCCOG	La Habra Heights	No	No
Los Angeles	GCCOG	La Mirada	No	No
Los Angeles	GCCOG	Lakewood	Yes	Yes
Los Angeles	GCCOG	Long Beach	Yes	No
Los Angeles	GCCOG	Lynwood	No	No
Los Angeles	GCCOG	Maywood	Yes	No
Los Angeles	GCCOG	Norwalk	No	No
Los Angeles	GCCOG	Paramount	Yes	No
Los Angeles	GCCOG	Pico Rivera	Yes	Yes
Los Angeles	GCCOG	Santa Fe Springs	Yes	No
Los Angeles	GCCOG	Signal Hill	No	Yes
Los Angeles	GCCOG	South Gate	No	No
Los Angeles	GCCOG	Vernon	No	No
Los Angeles	GCCOG	Whittier	Yes	No
Los Angeles	Las Virgenes Malibu COG	Agoura Hills	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Calabasas	Yes	No
Los Angeles	Las Virgenes Malibu COG	Hidden Hills	No	No
Los Angeles	Las Virgenes Malibu COG	Malibu	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Westlake Village	No	No
Los Angeles	North Los Angeles County	Lancaster	Yes	No
Los Angeles	North Los Angeles County	Palmdale	Yes	No

Status of Land Use Input and Map Book Review from Local Jurisdictions
(As of 9/20/13)

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? ¹	RESPONSE ON MAP BOOK RECEIVED? ²
Los Angeles	North Los Angeles County	Santa Clarita	Yes	No
Los Angeles	SBCCOG	Carson	Yes	Yes
Los Angeles	SBCCOG	El Segundo	Yes	No
Los Angeles	SBCCOG	Gardena	Yes	No
Los Angeles	SBCCOG	Hawthorne	No	No
Los Angeles	SBCCOG	Hermosa Beach	Yes	Yes
Los Angeles	SBCCOG	Inglewood	Yes	No
Los Angeles	SBCCOG	Lawndale	No	No
Los Angeles	SBCCOG	Lomita	Yes	No
Los Angeles	SBCCOG	Manhattan Beach	Yes	No
Los Angeles	SBCCOG	Palos Verdes Estates	Yes	No
Los Angeles	SBCCOG	Rancho Palos Verdes	Yes	No
Los Angeles	SBCCOG	Redondo Beach	Yes	No
Los Angeles	SBCCOG	Rolling Hills	No	Yes
Los Angeles	SBCCOG	Rolling Hills Estates	Yes	No
Los Angeles	SBCCOG	Torrance	Yes	No
Los Angeles	SGVCOG	Alhambra	No	Yes
Los Angeles	SGVCOG	Arcadia	Yes	Yes
Los Angeles	SGVCOG	Azusa	Yes	No
Los Angeles	SGVCOG	Baldwin Park	Yes	No
Los Angeles	SGVCOG	Bradbury	Yes	No
Los Angeles	SGVCOG	Claremont	Yes	No
Los Angeles	SGVCOG	Covina	Yes	No
Los Angeles	SGVCOG	Diamond Bar	No	No
Los Angeles	SGVCOG	Duarte	Yes	No
Los Angeles	SGVCOG	El Monte	Yes	No
Los Angeles	SGVCOG	Glendora	Yes	Yes
Los Angeles	SGVCOG	Industry	No	Yes
Los Angeles	SGVCOG	Irwindale	No	No
Los Angeles	SGVCOG	La Puente	No	No
Los Angeles	SGVCOG	La Verne	No	No
Los Angeles	SGVCOG	Monrovia	No	No
Los Angeles	SGVCOG	Montebello	No	Yes
Los Angeles	SGVCOG	Monterey Park	No	No
Los Angeles	SGVCOG	Pasadena	Yes	No
Los Angeles	SGVCOG	Pomona	No	Yes
Los Angeles	SGVCOG	Rosemead	Yes	No
Los Angeles	SGVCOG	San Dimas	Yes	No
Los Angeles	SGVCOG	San Gabriel	No	Yes
Los Angeles	SGVCOG	San Marino	No	No
Los Angeles	SGVCOG	Sierra Madre	No	No
Los Angeles	SGVCOG	South El Monte	Yes	Yes
Los Angeles	SGVCOG	South Pasadena	Yes	No
Los Angeles	SGVCOG	Temple City	No	No
Los Angeles	SGVCOG	Walnut	No	No
Los Angeles	SGVCOG	West Covina	No	No
Los Angeles	WCCOG	Beverly Hills	Yes	No

Status of Land Use Input and Map Book Review from Local Jurisdictions
(As of 9/20/13)

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? ¹	RESPONSE ON MAP BOOK RECEIVED? ²
Los Angeles	WCCOG	Culver City	Yes	No
Los Angeles	WCCOG	Santa Monica	Yes	Yes
Los Angeles	WCCOG	West Hollywood	Yes	No
Orange	OCCOG	Aliso Viejo	Yes	No
Orange	OCCOG	Anaheim	Yes	Yes
Orange	OCCOG	Brea	Yes	No
Orange	OCCOG	Buena Park	Yes	No
Orange	OCCOG	Costa Mesa	Yes	Yes
Orange	OCCOG	Cypress	No	No
Orange	OCCOG	Dana Point	No	No
Orange	OCCOG	Fountain Valley	No	Yes
Orange	OCCOG	Fullerton	Yes	No
Orange	OCCOG	Garden Grove	Yes	No
Orange	OCCOG	Huntington Beach	Yes	Yes
Orange	OCCOG	Irvine	Yes	Yes
Orange	OCCOG	La Habra	Yes	Yes
Orange	OCCOG	La Palma	Yes	No
Orange	OCCOG	Laguna Beach	Yes	No
Orange	OCCOG	Laguna Hills	Yes	No
Orange	OCCOG	Laguna Niguel	Yes	Yes
Orange	OCCOG	Laguna Woods	Yes	No
Orange	OCCOG	Lake Forest	No	Yes
Orange	OCCOG	Los Alamitos	Yes	No
Orange	OCCOG	Mission Viejo	Yes	Yes
Orange	OCCOG	Newport Beach	Yes	Yes
Orange	OCCOG	Orange	Yes	Yes
Orange	OCCOG	Placentia	No	No
Orange	OCCOG	Rancho Santa Margarita	Yes	Yes
Orange	OCCOG	San Clemente	Yes	No
Orange	OCCOG	San Juan Capistrano	Yes	No
Orange	OCCOG	Santa Ana	Yes	No
Orange	OCCOG	Seal Beach	Yes	No
Orange	OCCOG	Stanton	No	No
Orange	OCCOG	Tustin	Yes	Yes
Orange	OCCOG	Unincorporated	No	Yes
Orange	OCCOG	Villa Park	Yes	No
Orange	OCCOG	Westminster	No	No
Orange	OCCOG	Yorba Linda	No	No
Riverside	CVAG	Blythe	No	No
Riverside	CVAG	Cathedral City	Yes	No
Riverside	CVAG	Coachella	Yes	Yes
Riverside	CVAG	Desert Hot Springs	No	No
Riverside	CVAG	Indian Wells	Yes	No
Riverside	CVAG	Indio	Yes	No
Riverside	CVAG	La Quinta	Yes	No
Riverside	CVAG	Palm Desert	Yes	No
Riverside	CVAG	Palm Springs	Yes	No

Status of Land Use Input and Map Book Review from Local Jurisdictions
(As of 9/20/13)

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? ¹	RESPONSE ON MAP BOOK RECEIVED? ²
Riverside	CVAG	Rancho Mirage	No	Yes
Riverside	WRCOG	Banning	Yes	No
Riverside	WRCOG	Beaumont	No	No
Riverside	WRCOG	Calimesa	Yes	Yes
Riverside	WRCOG	Canyon Lake	No	No
Riverside	WRCOG	Corona	Yes	Yes
Riverside	WRCOG	Eastvale	No	No
Riverside	WRCOG	Hemet	Yes	No
Riverside	WRCOG	Jurupa Valley	No	No
Riverside	WRCOG	Lake Elsinore	Yes	No
Riverside	WRCOG	Menifee	Yes	No
Riverside	WRCOG	Moreno Valley	Yes	No
Riverside	WRCOG	Murrieta	Yes	No
Riverside	WRCOG	Norco	No	No
Riverside	WRCOG	Perris	Yes	Yes
Riverside	WRCOG	Riverside	Yes	No
Riverside	WRCOG	San Jacinto	Yes	No
Riverside	WRCOG	Temecula	Yes	Yes
Riverside	WRCOG	Unincorporated	Yes	Yes
Riverside	WRCOG	Wildomar	No	Yes
San Bernardino	SANBAG	Adelanto	Yes	No
San Bernardino	SANBAG	Apple Valley	Yes	No
San Bernardino	SANBAG	Barstow	Yes	Yes
San Bernardino	SANBAG	Big Bear Lake	Yes	No
San Bernardino	SANBAG	Chino	Yes	No
San Bernardino	SANBAG	Chino Hills	Yes	No
San Bernardino	SANBAG	Colton	No	No
San Bernardino	SANBAG	Fontana	Yes	No
San Bernardino	SANBAG	Grand Terrace	Yes	No
San Bernardino	SANBAG	Hesperia	Yes	No
San Bernardino	SANBAG	Highland	Yes	No
San Bernardino	SANBAG	Loma Linda	Yes	No
San Bernardino	SANBAG	Montclair	Yes	No
San Bernardino	SANBAG	Needles	Yes	No
San Bernardino	SANBAG	Ontario	Yes	No
San Bernardino	SANBAG	Rancho Cucamonga	Yes	No
San Bernardino	SANBAG	Redlands	No	No
San Bernardino	SANBAG	Rialto	No	No
San Bernardino	SANBAG	San Bernardino	Yes	No
San Bernardino	SANBAG	Twentynine Palms	Yes	No
San Bernardino	SANBAG	Unincorporated	Yes	No
San Bernardino	SANBAG	Upland	No	No
San Bernardino	SANBAG	Victorville	Yes	No
San Bernardino	SANBAG	Yucaipa	Yes	No
San Bernardino	SANBAG	Yucca Valley	No	Yes
Ventura	VCOG	Camarillo	Yes	Yes
Ventura	VCOG	Fillmore	Yes	No

Status of Land Use Input and Map Book Review from Local Jurisdictions
(As of 9/20/13)

COUNTY	SUBREGION	CITY	INITIAL LAND USE INPUT RECEIVED? ¹	RESPONSE ON MAP BOOK RECEIVED? ²
Ventura	VCOG	Moorpark	Yes	Yes
Ventura	VCOG	Ojai	Yes	Yes
Ventura	VCOG	Oxnard	Yes	No
Ventura	VCOG	Port Hueneme	Yes	Yes
Ventura	VCOG	San Buenaventura	Yes	No
Ventura	VCOG	Santa Paula	Yes	No
Ventura	VCOG	Simi Valley	Yes	No
Ventura	VCOG	Thousand Oaks	Yes	Yes
Ventura	VCOG	Unincorporated	Yes	Yes

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database.

2. On August, 9th, 2013, SCAG staff sent an email to each jurisdiction's planning director and city manager for their review on the draft Map Book and input is requested by September 13th, 2013. SCAG staff have incorporated all feedbacks on the Map Book received. For those jurisdictions who have yet to submit input to SCAG by the initial deadline (September 13th, 2013), staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

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DATE: October 3, 2013

TO: Community, Economic and Human Development (CEHD) Committee

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838, liu@scag.ca.gov

SUBJECT: Sample Package for Local Input on SCAG's Growth Forecast and Land Use Datasets for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG will engage in a bottom up local input process for the 2016-2040 RTP/SCS. One important phase of this process will be the review of SCAG's draft Growth Forecast data by local jurisdictions. In the coming weeks, SCAG will be sending this information to the 197 jurisdictions in the region for their review and comment. The datasets will be made available in various formats, including hard copy; electronic format; and a web-enabled platform.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

At the September 12, 2013 Regional Council meeting, staff presented the draft Local Input Communication Letter, which initiated the Local Input Process for the 2016-2040 RTP/SCS.

Included in the Letter was a schedule outlining the milestones of the RTP/SCS development process, along with a description of the specific stages of the Local Input Process, as described below:

- Stage 1 - Preliminary General Plan, Zoning, Existing Land Use, and Resource Data Collection and Review (March 2013 - September 13, 2013)
- Stage 2 - Review of Base Year 2012 Socioeconomic Data and Future Years' (2020, 2035, and 2040) Growth Forecast (October 2013 - May 2014);
- Stage 3 - Open Space Conservation Policy Survey (May 2014 - September 2014); and
- Stage 4 - Land Use Scenario Planning Exercises (May 2014 - September 2014)

Having completed Stage 1, SCAG is moving onto Stage 2, which entails the review of population, household, and employment estimates for the base year of the plan (2012) and projections for growth in years 2020, 2035, and 2040. The initial set of socioeconomic data has been developed based on the adopted Growth Forecast from the 2012-2035 RTP/SCS, with adjustments to reflect the latest data from the California State Employment Development Department (EDD); the Department of Finance (DOF);

REPORT

recommendations on future growth from SCAG's recently held Panel of Experts meeting; and geographic guidance from local jurisdictions' land use data.

This information will be made available for local review at both the jurisdictional level and at the sub-jurisdictional Transportation Analysis Zone (TAZ) level (as seen in Attachment 1), and will be transmitted together with SCAG's Map Book (Attachment 2), which has been updated based upon local input and represents the product of Stage 1 of the Local Input Process. For those jurisdictions who have yet to submit input to SCAG for Stage 1, staff will continue to receive revisions on the Map Book during Stage 2 of the Local Input Process.

Note that jurisdictions may submit sub-jurisdictional input at their option; however, sub-jurisdictional information will only be included as advisory in SCAG's adopted 2016-2040 RTP/SCS. A sample of the information to be provided is included as an attachment, and is presented in hard copy format. SCAG's data will also be available in electronic format (GIS shapefiles) as well as through a web-enabled platform.

In addition to transmitting this package directly to local jurisdictions, it will also be presented at subregional workshops throughout the region in November 2013. Staff will also follow up with one-on-one meetings, upon request, to collect data changes; answer questions; and provide individual assistance. SCAG's Regional Council will approve population; households; and employment forecasts for the years 2020, 2035, and 2040 at the jurisdictional level in conjunction with the adoption of the 2016-2040 RTP/SCS, which is anticipated to occur in April 2016. This follows the same practice that was established for the 2012-2035 RTP/SCS cycle.

Also included in Stage 2 of the Local Input Process will be a survey to jurisdictions requesting information on the details of any recently adopted Sustainability Plans (Attachment 3).

The deadline for providing input on this portion of the Local Input Process will be May 2014.

FISCAL IMPACT:

Activities related to the 2016-2040 RTP/SCS development are included in the FY 13-14 OWP under 010.SCG0170.01, 020.SCG1635.01, 055.SCG0133.025, and 070.SCG0130.10.

ATTACHMENTS:

1. Sample Package of Draft Population, Households, and Employment in the City of Irvine by Transportation Analysis Zone (TAZ) for Years 2012, 2020, 2035, and 2040
2. Sample of SCAG's Revised Map Book
3. Green Region Initiative Survey

ATTACHMENT 1
Sample of Draft Population, Households, and Employment in the City of Irvine
By Transportation Analysis Zone (TAZ) for Years 2012, 2020, 2035, and 2040

City	TAZ	Population				Households				Employment			
		2012	2020	2035	2040	2012	2020	2035	2040	2012	2020	2035	2040
City of Irvine	32772400	5,880	6,319	6,362	6,391	3,285	3,406	3,457	3,475	4,860	5,762	7,425	7,822
	32777100	4,150	4,236	4,313	4,376	1,643	1,645	1,696	1,744	296	304	468	632
	32782100	3,651	3,713	4,621	5,505	940	942	1,268	1,593	1,044	1,140	1,147	1,154
	33104200	4,268	4,361	4,470	4,562	1,277	1,280	1,327	1,372	339	372	385	388
	33105100	4,262	4,495	4,504	4,507	1,503	1,577	1,600	1,601	171	188	196	198
	33105200	3,557	3,563	3,597	3,599	1,293	1,295	1,298	1,299	1,495	1,638	1,717	1,796
Total		25,768	26,687	27,867	28,940	9,941	10,145	10,646	11,084	8,205	9,404	11,338	11,990

Source: SCAG, 2012

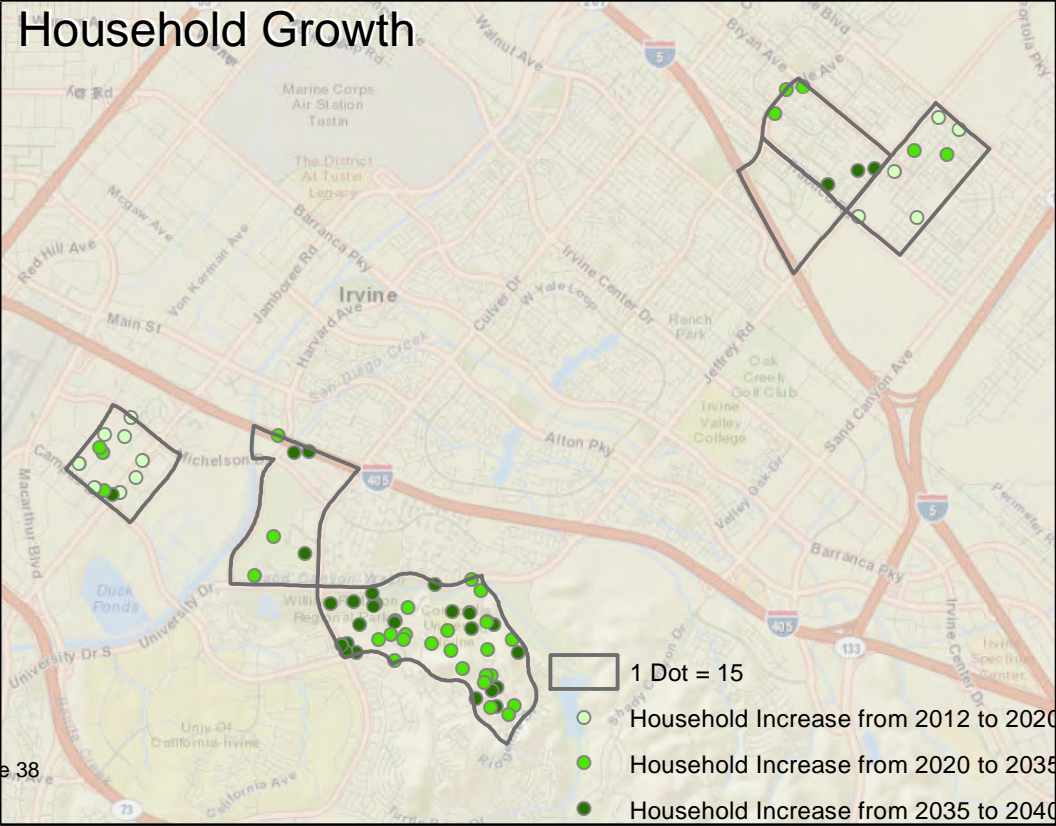
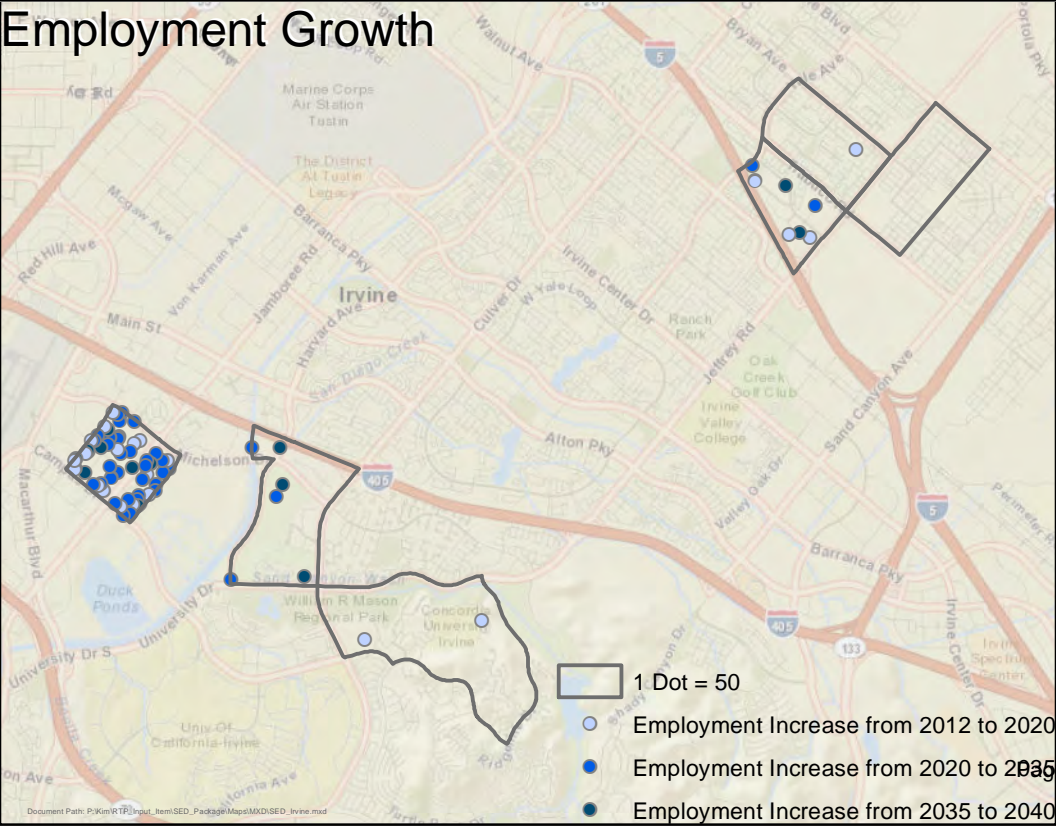
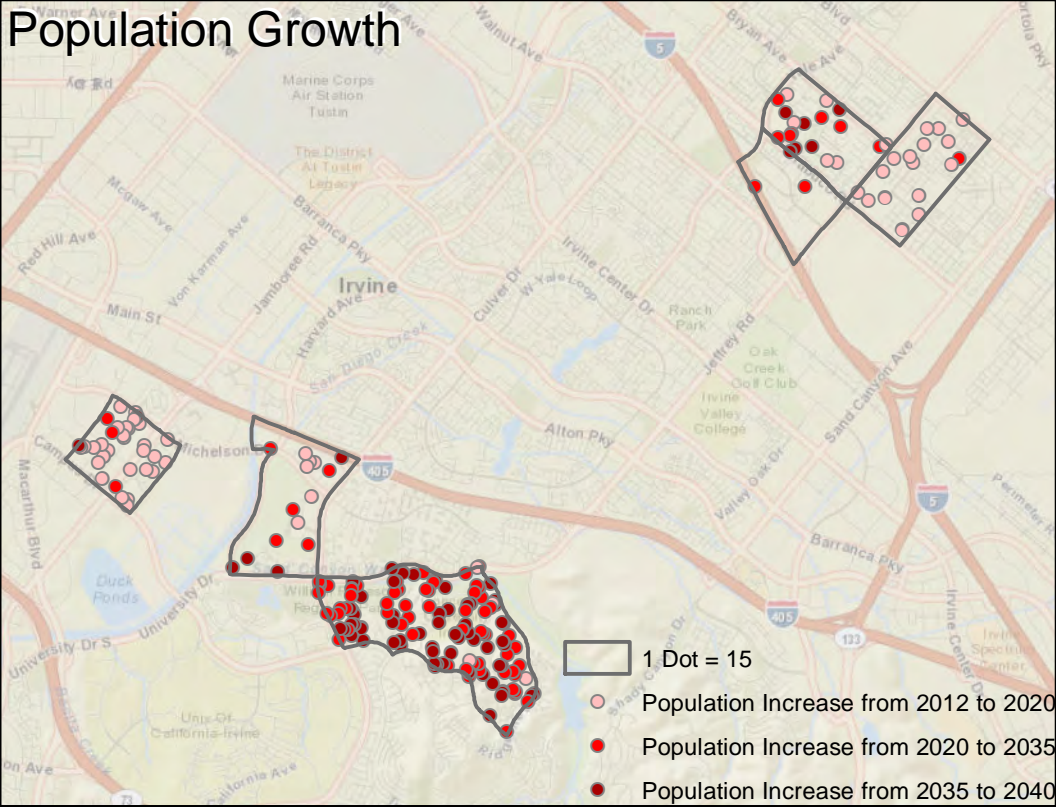
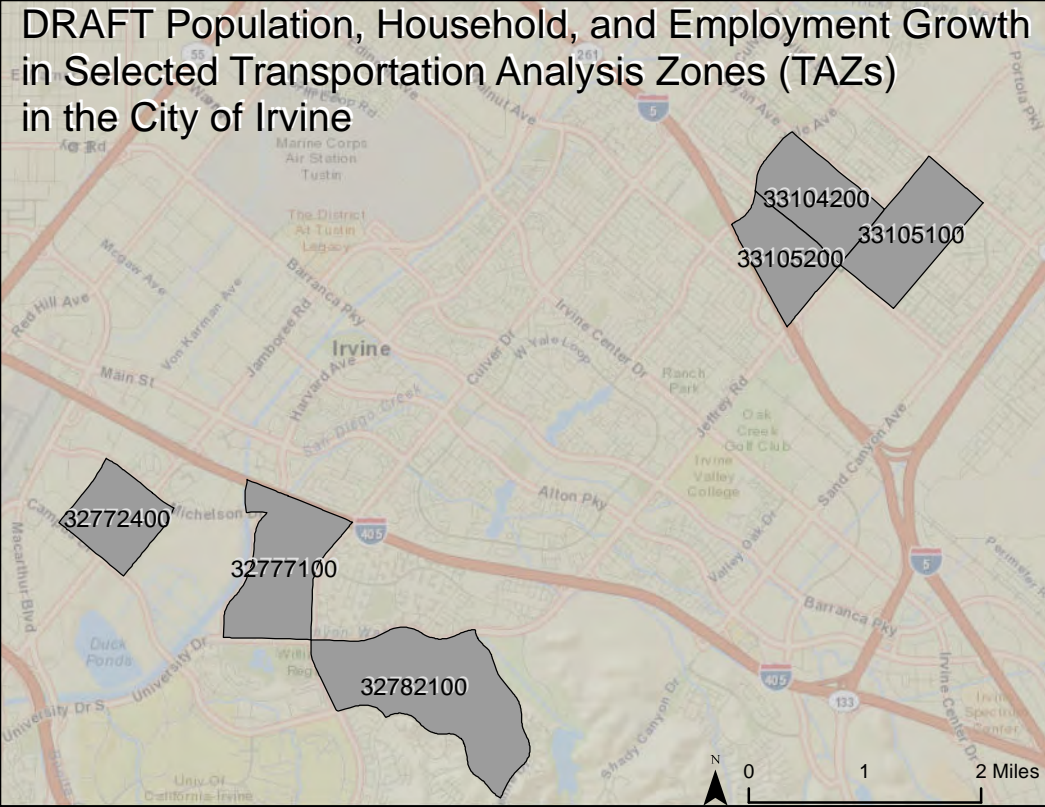
Change in Population, Households, and Employment in the City of Irvine
By Transportation Analysis Zone (TAZ) for Years 2012, 2020, 2035, and 2040

City	TAZ	Population			Households			Employment		
		2012 - 2020	2020 - 2035	2035 - 2040	2012 - 2020	2020 - 2035	2035 - 2040	2012 - 2020	2020 - 2035	2035 - 2040
City of Irvine	32772400	439	43	29	121	51	18	902	1,663	397
	32777100	86	77	63	2	51	48	8	164	164
	32782100	62	908	884	2	326	325	96	7	7
	33104200	93	109	92	3	47	45	33	13	3
	33105100	233	9	3	74	23	1	17	8	2
	33105200	6	34	2	2	3	1	143	79	79
Total		919	1,180	1,073	204	501	438	1,199	1,934	652

Source: SCAG, 2012

Note: The initial set of socioeconomic data has been developed based on the adopted Growth Forecast from the 2012-2035 RTP/SCS, with adjustments to reflect the latest data from the California State Employment Development Department (EDD), Department of Finance (DOF), recommendations on future growth from SCAG's recently held Panel of Experts meeting, and geographic guidance from local jurisdictions' land use data.

DRAFT Population, Household, and Employment Growth in Selected Transportation Analysis Zones (TAZs) in the City of Irvine



Attachment 2



Draft SCAG Map Book



for 2016-2040 Regional Transportation Plan/
Sustainable Communities Strategy (RTP/SCS) Development

City of Port Hueneme

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Contents

Introduction	1
Land Use	2
General Plan Land Use & Zoning	2
Existing Land Use (2012)	2
Resource Areas & Farmland	9
Endangered species and plants.....	10
Flood Areas	11
Natural Community & Habitat Conservation Plan	11
Open Space and Park	12
Farmland.....	13
Transit Priority Project.....	15
Major Stops & High Quality Transit Corridors	15
Geographical boundaries	17
City boundary & Sphere of Influence	17
Census tract boundary	17
TAZ boundary	17
Maps	22
General Plan Land Use (Based on City Codes)	
General Plan Land Use (Based on 2012 SCAG General Plan Land Use Codes)	
Zoning	
Existing Land Use (Based on 2012 SCAG Existing Land Use Codes)	
Endangered, Threatened, and Rare Plant and Animal Species	
Federally Designated Flood Hazard Zones	
Natural Community & Habitat Conservation Plans	
Protected Open Space	
Farmland	
Major Stops & High Quality Transit Corridors	
Sphere of Influence	
Census Tract boundary	
Transportation Analysis Zone (TAZ) boundary	
Acknowledgments	

Introduction

SB 375 (Steinberg), also known as California's Sustainable Communities Strategy and Climate Protection Act, is a state law that calls for the integration of transportation, land use, and housing planning and the reduction of greenhouse gas (GHG) emissions as one of the main goals for regional planning. Effective on January 1, 2009, the law requires SCAG as the Metropolitan Planning Organization, working together with subregional council of governments and the county transportation commission, to prepare a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) (or an Alternative Planning Strategy (APS), if necessary). Also, SCAG is required to integrate planning processes to be consistent with the SCS. SB 375 also emphasizes a substantial public participation process involving all stakeholders.

To meet the requirements under SB 375, SCAG prepares and provides a set of GIS maps to subregions and local jurisdictions for their review. These GIS maps are identified in SB 375 as required to be considered in SCS development. It should be noted that all maps provided here are to initiate dialogue among stakeholders to address the requirements of SB 375 and its implementation. These maps are used to collect input and comments from subregions and local jurisdictions. Maps and datasets will be further reviewed and updated through local input process.

The list of GIS maps included in this book:

<u>Land Use</u>	<u>Transit Priority Projects</u>
General Plan	Major Stops & High Quality Transit Corridors
Zoning	
Existing Land Use	<u>Geographical boundaries</u>
	City Boundary & Sphere of Influence
<u>Resource Areas & Farmland</u>	Census Tract Boundary
Endangered Species and Plants	Transportation Analysis Zone (TAZ) Boundary
Flood areas	
Natural Community & Habitat Conservation	
Open Space and Parks	
Farmland	

The SCAG Map Book is designed to help local planners and those who are interested in SCAG's datasets better understand the sources, methodologies, and contents of each dataset. This document is prepared for each jurisdiction in the SCAG region.

This book begins with the brief descriptions of the datasets. This is followed by the GIS maps for each jurisdiction. Upon request, the maps can be provided in larger sizes for detailed review. SCAG may not be authorized to release certain datasets depending on the access/release constraints variously applied to each dataset.

For more information or to request data and/or maps, please contact Jung Seo at (213) 236-1861, or seo@scag.ca.gov.

Land Use

SCAG staff prepared four sets of land use maps at parcel level as follows:

- General plan land use based on city's/county's general plan codes
- General plan land use based on 2012 SCAG General Plan Land Use Codes
- Zoning
- Existing land use (2012)

The current version of the land use data reflect the local inputs received by June 30, 2013. It should be noted that the datasets will be further reviewed and updated through the local input process.

General Plan Land Use & Zoning

Beginning in March 2013, SCAG communicated with the local jurisdictions to collect the general plan and zoning information. Through the process of collecting general plan and zoning documents, SCAG staff made every effort to ensure the data reflects most current general plan and zoning adopted. The information included in this document reflects the local inputs received by June 30, 2013. SCAG continues to receive local input, and will incorporate them in the next phase.

The general plan and zoning documents, maps, and/or GIS shapefiles collected were coded into GIS shapefiles at parcel level. Parcel boundary data were acquired from Digital Map Product (DMP). General plan and zoning data are shown at a parcel level and in many areas accurately depict a local agency's adopted documents. However, the data shown in some areas may be generalized, because the parcel level database representing general plan does not support multiple uses or designations on a single parcel (either splitting the parcel or representing overlays). Due to this limitation, if site specific data is necessary, users should always reference a local agency's adopted documents or field surveys to determine actual land use designations.

At the jurisdiction level, both general plan land use and zoning maps are prepared with the consistent land use or zoning codes with those used in each local jurisdiction. In addition, another version of general plan land use map is prepared with SCAG's standardized General Plan codes. For detailed information on the standardized codes, please refer to Table 1: 2012 SCAG General Plan Land Use Codes Table.
















Existing Land Use (2012)




The base year of the 2016-2040 RTP/SCS is 2012. To develop the base year existing land use data, SCAG has used property land use information acquired from DMP and SCAG's 2008 existing land use data. Using a correspondence between DMP land use codes and 2012 SCAG Existing Land Use Codes, DMP land use codes were converted to SCAG's standardized Existing Land Use

code system. Anderson Land Use Classification was used as the standardized land use code system. For more detailed information on the land use code system, refer to Table 2: 2012 SCAG Existing Land Use Codes Table. It should be noted that the datasets will be further reviewed and updated through the local input process.











As noted in General Plan and Zoning, Existing Land Use data are shown at a parcel level and in many areas accurately depict the existing land use, but in some areas is generalized. Because the parcel level database representing existing land use does not support multiple uses or designations on a single parcel, the data shown may generalize the data and thus not accurately depict a local government's existing land use on the site. Due to this limitation, if site specific data is necessary, users should always reference a local agency's adopted documents or field surveys to determine actual land use designations.









Table 1:
2012 SCAG General Plan Land Use Codes - Legend



Legend	Land Use Description
 Single Family Residential	1110 Single Family Residential
 Multi-Family Residential	1120 Multi-Family Residential
 Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks
 Mixed Residential	1140 Mixed Residential 1100 Residential
 General Office	1210 General Office Use
 Commercial and Services	1200 General Commercial 1220 Retail and Commercial and Services 1221 Regional Shopping Center 1230 Other Commercial 1233 Hotels and Motels
 Facilities	1240 Public Facilities 1250 Special Use Facilities
 Education	1260 Education – K-12 1265 Education – College
 Military Installations	1270 Military Installations
 Industrial	1300 General Industrial 1310 Light Industrial 1311 Light Manufacturing, Assembly, and Industrial Services 1320 Heavy Industrial 1321 Heavy Manufacturing 1340 Wholesaling and Warehousing
 Transportation, Communications, and Utilities	1410 Transportation 1420 Communication Facilities 1430 Utility Facilities
 Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
 Mixed Residential and Commercial	1600 Mixed Residential and Commercial
 Open Space and Recreation	1810 Golf Courses 1820 Local Parks and Recreation 1830 State and National Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation
 Vacant	1900 Urban Vacant 3000 Vacant
 Agriculture	2000 Agriculture
 Water	4000 Water

 Specific Plan	7777 Specific Plan
 Undevelopable or Protected Land	8888 Undevelopable or Protected Land
 Unknown	9999 Unknown

**Table 2:
2012 SCAG Existing Land Use Codes - Legend**

Legend	Land Use Description
 Single Family Residential	1110 Single Family Residential 1111 High-Density Single Family Residential 1112 Low-Density Single Family Residential 1113 Rural Residential
 Multi-Family Residential	1120 Multi-Family Residential 1121 Mixed Multi-Family Residential 1122 Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses 1123 Low-Rise Apartments, Condominiums, and Townhouses 1124 Medium-Rise Apartments and Condominiums 1125 High-Rise Apartments and Condominiums
 Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks 1131 Trailer Parks and Mobile Home Courts, High-Density 1132 Mobile Home Courts and Subdivisions, Low-Density
 Mixed Residential	1140 Mixed Residential 1100 Residential
 General Office	1210 General Office Use 1211 Low- and Medium-Rise Major Office Use 1212 High-Rise Major Office Use 1213 Skyscrapers
 Commercial and Services	1200 Commercial and Services 1220 Retail Stores and Commercial Services 1221 Regional Shopping Center 1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking) 1223 Retail Strip Development 1230 Other Commercial 1231 Commercial Storage 1232 Commercial Recreation 1233 Hotels and Motels
 Facilities	1240 Public Facilities 1241 Government Offices 1242 Police and Sheriff Stations 1243 Fire Stations 1244 Major Medical Health Care Facilities 1245 Religious Facilities 1246 Other Public Facilities 1247 Public Parking Facilities 1250 Special Use Facilities 1251 Correctional Facilities 1252 Special Care Facilities 1253 Other Special Use Facilities
 Education	1260 Educational Institutions 1261 Pre-Schools/Day Care Centers 1262 Elementary Schools 1263 Junior or Intermediate High Schools 1264 Senior High Schools 1265 Colleges and Universities 1266 Trade Schools and Professional Training Facilities
 Military Installations	1270 Military Installations 1271 Base (Built-up Area) 1272 Vacant Area 1273 Air Field 1274 Former Base (Built-up Area) 1275 Former Base Vacant Area 1276 Former Base Air Field
 Industrial	1300 Industrial 1310 Light Industrial 1311 Manufacturing, Assembly, and Industrial Services 1312 Motion Picture and Television Studio Lots 1313 Packing Houses and Grain Elevators 1314 Research and Development 1320 Heavy Industrial 1321 Manufacturing 1322 Petroleum Refining and Processing

	1323 Open Storage 1324 Major Metal Processing 1325 Chemical Processing 1330 Extraction 1331 Mineral Extraction - Other Than Oil and Gas 1332 Mineral Extraction - Oil and Gas 1340 Wholesaling and Warehousing
 Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports 1412 Railroads 1413 Freeways and Major Roads 1414 Park-and-Ride Lots 1415 Bus Terminals and Yards 1416 Truck Terminals 1417 Harbor Facilities 1418 Navigation Aids 1420 Communication Facilities 1430 Utility Facilities 1431 Electrical Power Facilities 1432 Solid Waste Disposal Facilities 1433 Liquid Waste Disposal Facilities 1434 Water Storage Facilities 1435 Natural Gas and Petroleum Facilities 1436 Water Transfer Facilities 1437 Improved Flood Waterways and Structures 1438 Mixed Utilities 1440 Maintenance Yards 1441 Bus Yards 1442 Rail Yards 1450 Mixed Transportation 1460 Mixed Transportation and Utility
 Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
 Mixed Residential and Commercial	1600 Mixed Residential and Commercial
 Open Space and Recreation	1800 Open Space and Recreation 1810 Golf Courses 1820 Local Parks and Recreation 1830 Regional Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation
 Agriculture	2000 Agriculture 2100 Cropland and Improved Pasture Land 2110 Irrigated Cropland and Improved Pasture Land 2120 Non-Irrigated Cropland and Improved Pasture Land 2200 Orchards and Vineyards 2300 Nurseries 2400 Dairy, Intensive Livestock, and Associated Facilities 2500 Poultry Operations 2600 Other Agriculture 2700 Horse Ranches
 Vacant	3000 Vacant 3100 Vacant Undifferentiated 3200 Abandoned Orchards and Vineyards 3300 Vacant With Limited Improvements 3400 Beaches (Vacant) 1900 Urban Vacant
 Water	4000 Water 4100 Water, Undifferentiated 4200 Harbor Water Facilities 4300 Marina Water Facilities 4400 Water Within a Military Installation 4500 Area of Inundation (High Water)
 Under Construction	1700 Under Construction

 Undevelopable or Protected Land	8888 Undevelopable or Protected Land
 Unknown	9999 Unknown

Resource Areas & Farmland

SB 375 identifies as one of the guidelines on developing SCS to “gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivision (a) and (b) of Section 65080.01.” The definitions of Resource areas and Farmland specified in Section 65080.01 are as following:

- (a) *“Resource areas” include*
 - (1) *all publicly owned parks and open space;*
 - (2) *open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans;*
 - (3) *habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plant Protection Act;*
 - (4) *lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts;*
 - (5) *areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance;*
 - (6) *areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and*
 - (7) *an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.*
- (b) *“Farmland” means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:*
 - (1) *Classified as prime or unique farmland or farmland of statewide importance.*
 - (2) *Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.*

To comply with the guidelines, SCAG prepared the relevant datasets of Endangered species and plants, Flood areas, Natural habitat, Open space and park, and Farmland from various sources.

Endangered species and plants

SCAG obtained the California Natural Diversity Database (CNDDDB)¹ July 2013 version developed by the California Department of Fish and Wildlife's Biogeographic Data Branch (BDB). The CNDDDB is a library of the location and condition of species of rare and sensitive plants, animals, and natural communities in California. It is updated on a continuous basis to be consistent and current, but cannot be an exhaustive and comprehensive inventory of rare species and natural communities. Field verification for the absence and presence of sensitive species is required by the end users. For more information on the CNDDDB, please refer to their website (<http://www.dfg.ca.gov/biogeodata/cnddb/>) The CNDDDB is offered on a yearly subscription basis, and prohibits to be distributed to anyone outside the subscribing organizations. The data can be ordered online at <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>. Also, the web-based CNDDDB Quick Viewer which shows information only to the 7.5' quadrangle or county level is available at http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp.

The dataset is shown on the map is based on the combination of the three data fields; element type, accuracy and element occurrence count. Other fields in CNDDDB describe the listing status, ranking, location, site description and source references, to name a few.

The types of elements (ELMTYPE) are specified as four categories of plant, animal, terrestrial community, and aquatic community.

Value	Definition
1	Plant (ELMCODEs beginning with "P" or "N")
2	Animal (ELMCODEs beginning with "A" or "I")
3	Terrestrial community (ELMCODEs beginning with "CT")
4	Aquatic community (ELMCODEs beginning with "CA", "CE", "CL", "CM" or "CR")

The precision or accuracy level (ACC_CLASS) represents spatial uncertainty on a scale of one to ten, indicating both accuracy type and accuracy value.

Value	Definition
80 meters	1: Specific bounded area with an 80 meter radius
Specific	2: Specific bounded area
Nonspecific	3: Non-specific bounded area
1/10 mile	4: Circular feature with a 150 meter radius (1/10 mile)
1/5 mile	5: Circular feature with a 300 meter radius (1/5 mile)
2/5 mile	6: Circular feature with a 600 meter radius (2/5 mile)
3/5 mile	7: Circular feature with a 1000 meter radius (3/5 mile)
4/5 mile	8: Circular feature with a 1,300 meter radius (4/5 mile)
1 mile	9: Circular feature with a 1,600 meter radius (1 mile)
5 miles	10: Circular feature with a 8,000 meter radius (5 miles)

¹ The CNDDDB is a "natural heritage program" and is part of a nationwide network of similar programs overseen by NatureServe (formerly part of The Nature Conservancy). All natural heritage programs provide location and natural history information on special status plants, animals, and natural communities to the public, other agencies, and conservation organizations. The data help drive conservation decisions, aid in the environmental review of projects and land use changes, and provide baseline data helpful in recovering endangered species and for research projects.

The element occurrence count (EOCOUNT) represents how many occurrences share the same spatial feature. An EOCOUNT greater than one indicates the presence of a "multiple."

Flood Areas

The flood area maps are based on the Q3 Flood Data, obtained from Federal Emergency Management Agency (FEMA) in June, 2013. The Q3 Flood Data is a digital representation of certain features of Flood Insurance Rate Maps (FIRM)². The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP). The Q3 Flood Data are developed by scanning the existing FIRM hardcopy, vectorizing a thematic overlay of flood risks. Q3 vector data are contained in one single countywide file, including all incorporated and unincorporated areas of a county.

FEMA prepares the flood maps to show the extent of flood hazard in a flood prone community by conducting engineering studies called "Flood Insurance Studies (FISs). From the study, FEMA delineate Special Flood Hazard Areas (SFHAs), which are subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded during any given year. This type of flood is commonly referred to as 'the 100-year flood' or base flood. The 100-year flood has a 26 percent chance of occurring during a 30 year period, the length of many mortgages. The 100-year flood is a regulatory standard used by Federal and most State agencies to administer floodplain management programs.

The FIRM includes data on the 100-year (1% annual chance of occurring) and 500-year (0.2% annual chance of occurring) floodplains. For more information on the FIRM, refer to their website at <http://www.fema.gov/hazard/map/firm.shtm>

The flood maps developed by FEMA are primary tools for state and local governments to mitigate the effects of flooding in their communities. The data are available to the public at FEMA's Map Service Center (<http://www.msc.fema.gov>). You may also request the related documents or other maps, such as FIS result report, or a Flood Boundary and Floodway Map (FBFM.)

The map included in this document is prepared at county level for better presentation of the flood areas, which is normally not constrained to city limits.

Natural Community & Habitat Conservation Plan

The data on natural community and habitat conservation plan are from the Natural Community Conservation Planning (NCCP) program of California Department of Fish and Wildlife. With partnerships with public and private organizations, NCCP is an effort for the protection and perpetuation of biological diversity, while allowing compatible and appropriate economic

² The FIRM is the official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community. Since 1970s, the FEMA has created and updated the flood hazard maps for National Flood Insurance Program (NFIP). NFIP was created by the US Congress in 1968 to reduce future damage and to provide protection for property owners from potential loss through an insurance mechanism.

activity. The NCCP program started in 1991 under the State's Natural Community Conservation Planning Act, which has broader orientation and objectives than the previous laws limited to the protection of species already declined in number significantly.

The primary objective is to conserve natural communities at the ecosystem level, while accommodating compatible land use. By considering the long-term stability of wildlife and plant communities, and including key interests in the planning process, it aims at anticipating and preventing the controversies in the surrounding areas of the species.

A local agency is in charge of monitoring the development of a conservation plan in cooperation with landowners, environmental organizations and other interest parties. The Department of Fish and Wildlife provides necessary support, direction, and guidance to NCCP participants.³ For more information on the NCCP phases and guidance, refer to their website at <http://www.dfg.ca.gov/habcon/nccp>.

Open Space and Park

For the 2016-2040 RTP/SCS, and SCS development, "all publicly owned" open spaces need to be considered as guided in SB 375. The data on the publicly owned open space and park come from the California Protected Areas Database (CPAD), a GIS inventory of all publicly owned protected open space lands in the State of California through fee ownership. GreenInfo Network has prepared CPAD by aggregating and cross-checking various open space data from state, local and other agencies.

For clear understanding of the database, it is important to understand two basic definitions of the database. First, the "protected" status in CPAD does not refer to a specific level of conservation for biodiversity values, but a general commitment to maintain the property for open space uses. Second, by fee ownership mechanism, it means that 1) the lands in CPAD are defined based on the agencies that owns the fee title to the property, not the managing parties, and 2) CPAD is not the database of all public lands, but that of all "publicly owned" open space. The owning agencies include public and non-profits, but currently the private owners and properties under the use of easements are excluded. Open space lands maintained other than ownership mechanisms (easement or related less-than-fee mechanisms) are provided in a separate database developed by GreenInfo Network. For more details on the inclusion criteria, see the CPAD manual from their website at http://www.calands.org/download/CPAD_Manual_June2010.pdf

The database is prepared into three feature classes; Holdings, Units, and Super Units. Holdings are the parcel level open space information, which correspond to assessor or tax parcel boundaries. Units and Super Units are the aggregated features for the cartographic representation. (Units: the aggregation of Holdings into specific parks and reserves/ Super Units: the aggregation of federal and state Holdings regardless county boundaries) All classes of data

³ Department of Fish and Game sponsors two grant programs for NCCP/HCPs; Local Assistance Grants (LAG) with the state funds for urgent tasks associated with implementing approved NCCPs or NCCPs anticipated to be approved within 12 months of grant application, and ESA SECTION 6 GRANTS program through the federal grant from the U.S. Fish and Wildlife Service (FWS).

are downloadable through their website at <http://www.calands.org/uses>. For user constraints, refer to the License Agreement. GreenInfo Network has released several versions of the CPAD since March, 2008. The most updated available is version 1.9 released in March, 2013. For more information on CPAD update histories and changes, see their website at <http://www.calands.org/data>

The map included in this document is presented by ownership. The lands in CPAD range from huge national forests to very small urban parks. Federal, state, county, city, special district and non-governmental agency holdings are included and have been mapped at the high levels of accuracy.

Farmland

Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California.⁴

SCAG obtains the Important Farmland Map created by FMMP. The study area is in accordance to the soil survey developed by NRCS (National Resources Conservation Service) in the United States Department of Agriculture. Important Farmland Map is biennially updated based on a computer mapping system, aerial imagery, public review, and field interpretation.

The minimum land use mapping unit is 10 acres. The classification system of the map was developed by combining technical soil rating and current land use. For more information, refer to the website at <http://www.consrv.ca.gov/dlrp/fmmp/overview/Pages/index.aspx>.

PRIME FARMLAND (P)	Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
FARMLAND OF STATEWIDE IMPORTANCE (S)	Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
UNIQUE FARMLAND (U)	Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
FARMLAND OF LOCAL IMPORTANCE (L)	Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local

⁴ The FMMP was signed by the Legislature in 1982, and the first Important Farmland Maps were produced in 1984, covering 30.3 million acres. Through 12 biennial mapping cycles, data has expanded to 48.1 million acres as modern soil surveys were completed by USDA.

	advisory committee.
GRAZING LAND (G)	Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
URBAN AND BUILT-UP LAND (D)	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
OTHER LAND (X)	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
WATER (W)	Perennial water bodies with an extent of at least 40 acres.
NOT SURVEYED (Z)	Large government land holdings, including National Parks, Forests, and Bureau of Land Management holdings are not included in FMMP's survey area.

The map included in this document is prepared based on the guidelines in (b) of Section 65080.01.

(b) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

- (1) Classified as prime or unique farmland or farmland of statewide importance.
- (2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

Transit Priority Project

According to SB 375, 'a transit priority project' can be exempt from, or subject to the limited review of CEQA (the California Environmental Quality Act). The implementation of the SCS only includes 'a transit priority project' that is 'consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.' [Section 2115. (a)]

The bill specifically states that the transit priority project should:

- (1) *contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;*
- (2) *provide a minimum net density of at least 20 dwelling units per acre; and*
- (3) *be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 1064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor. [Section 2115. (b)]*

A transit priority project, which meets all the requirements of subdivision (a) and (b), and one of the requirements of subdivision (c) in Section 21155.1, can be declared by the legislative body of the jurisdiction, after conducting a public hearing, to be a Sustainable Communities Project (SCP). Once the project is designated as SCP, it can benefit from CEQA streamlines. For detailed information on SCP, refer to [Appendix 1: Sustainable Communities Project \(SCP\) Criteria](#).

[Major Stops & High Quality Transit Corridors](#)

To assist to identify the transit priority project areas, SCAG identifies the major stops and high quality transit corridors, and their surrounding areas in one-half mile radius distance, as specified in Section 2115. (b) (3). Major transit stops and high-quality transit corridor extracted from 2035 planned year data in the 2012-2035 RTP/SCS amendment #1.

The definitions of major transit stops and high quality transit corridors are as follows:

Major transit stop

A site containing an rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation plan.

High-quality transit corridor

A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Geographical boundaries

SCAG is considering the collection and adoption of data at a small-area level as optional for local agencies in order to make accessible the CEQA streamlining provisions under SB3 75. The variables of population, households, employment and land use are prepared at city, census tract, and transportation analysis zone (TAZ) level.

City boundary & Sphere of Influence

City boundary and sphere of influence information are from each County's Local Agency Formation Commissions (LAFCO). The information included here are as of July 2012, the base year for the 2016-2040 RTP/SCS. SCAG only uses the data directly from LAFCO as the legitimate source based on the legal requirement of SB 375. For inaccuracy or changes in city boundaries or sphere of influences, local jurisdictions need to contact LAFCO to reflect the most accurate city and sphere boundaries.

Census tract boundary

The census tract boundaries are the 2010 TIGER/Line Shapefiles version, downloaded from U.S. Census, TIGER (Topologically Integrated Geographic Encoding and Referencing) Products website (<http://www.census.gov/geo/maps-data/data/tiger.html>).

TAZ boundary

SCAG developed the Transportation Analysis Zones (TAZ) for the SCAG Region, based on the 2010 Tiger Census Block. This is used to facilitate Travel Demand and Land Use Modeling needs at SCAG.

Appendix 1: Sustainable Communities Project (SCP) Criteria

(Extracted from Senate Bill No. 375 Chapter 728)

Chapter 4.2. Implementation of the Sustainable Communities Strategy

21155.1. If the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from this division.

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2)

(A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) "Riparian areas" means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.

(ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

(6) The transit priority project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

(C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

(7) The transit priority project site is not located on developed open space.

(A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, "developed open space" includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

(b) The transit priority project meets all of the following land use criteria:

- (1) The site of the transit priority project is not more than eight acres in total area.
- (2) The transit priority project does not contain more than 200 residential units.
- (3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.
- (4) The transit priority project does not include any single level building that exceeds 75,000 square feet.
- (5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.
- (6) The transit priority project is determined not to conflict with nearby operating industrial uses.
- (7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

(c) The transit priority project meets at least one of the following three criteria:

- (1) The transit priority project meets both of the following:
 - (A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.
 - (B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.
- (2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).
- (3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

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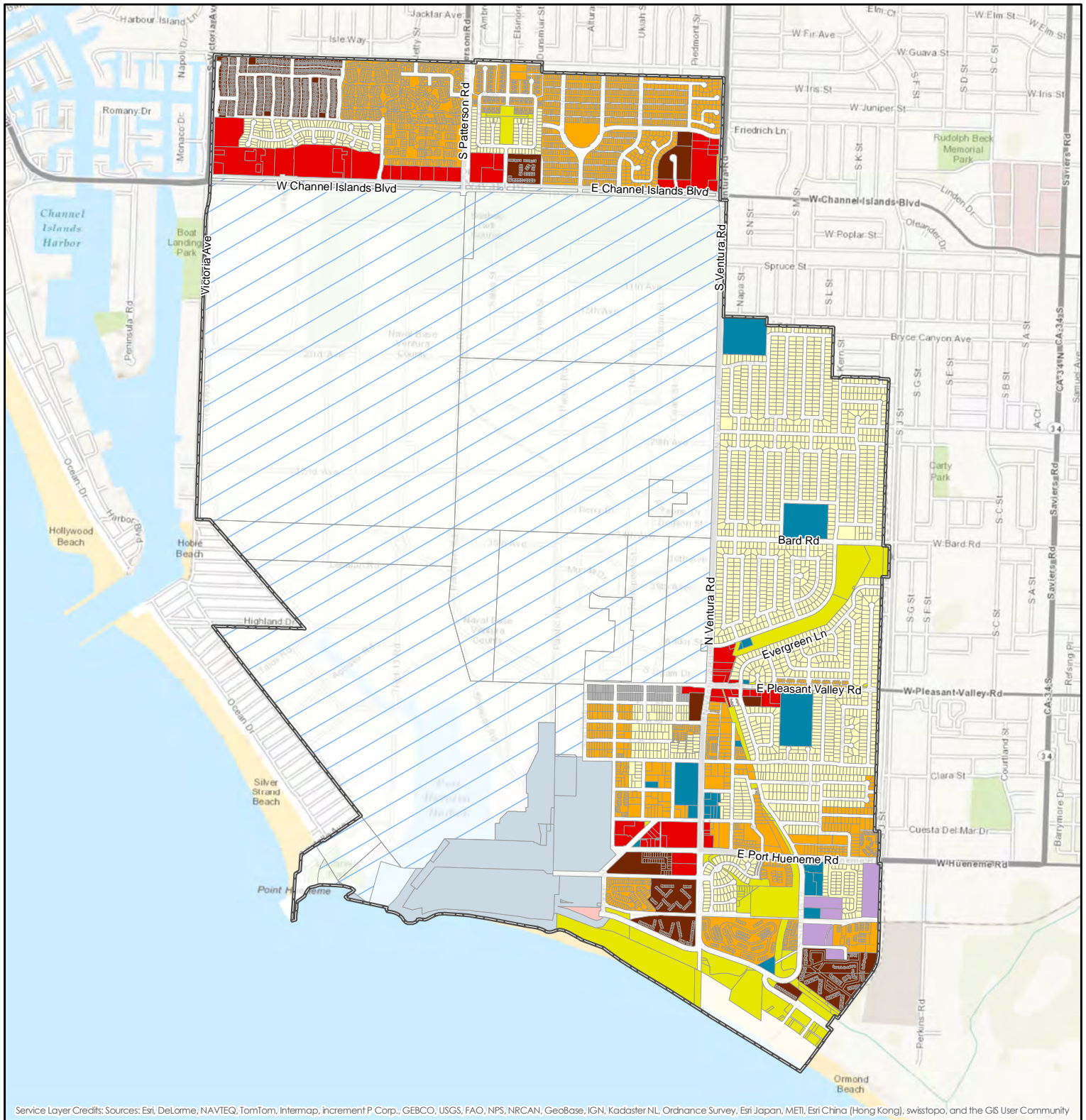
Maps

The list of GIS maps included:

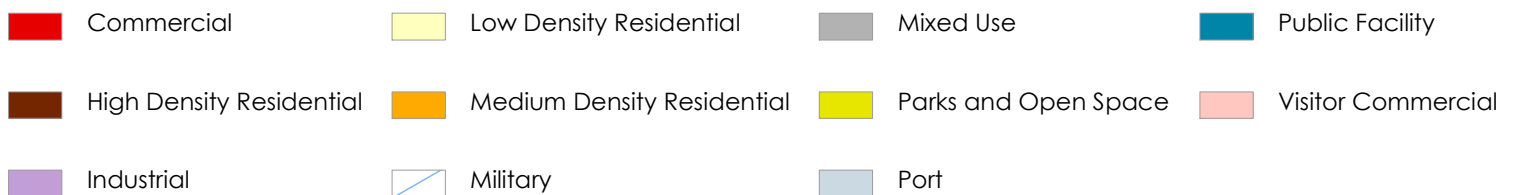
- General Plan Land Use (Based on City Codes)
- General Plan Land Use (Based on 2012 SCAG General Plan Land Use Codes)
- Zoning
- Existing Land Use (Based on 2012 SCAG Existing Land Use Codes)
- Endangered, Threatened, and Rare Plant and Animal Species
- Federally Designated Flood Hazard Zones
- Natural Community & Habitat Conservation Plans
- Protected Open Space
- Farmland
- Major Stops & High Quality Transit Corridors
- Sphere of Influence
- Census Tract boundary
- Transportation Analysis Zone (TAZ) boundary

It should be noted that some maps may be missing for a few jurisdictions due to insufficient local input data.

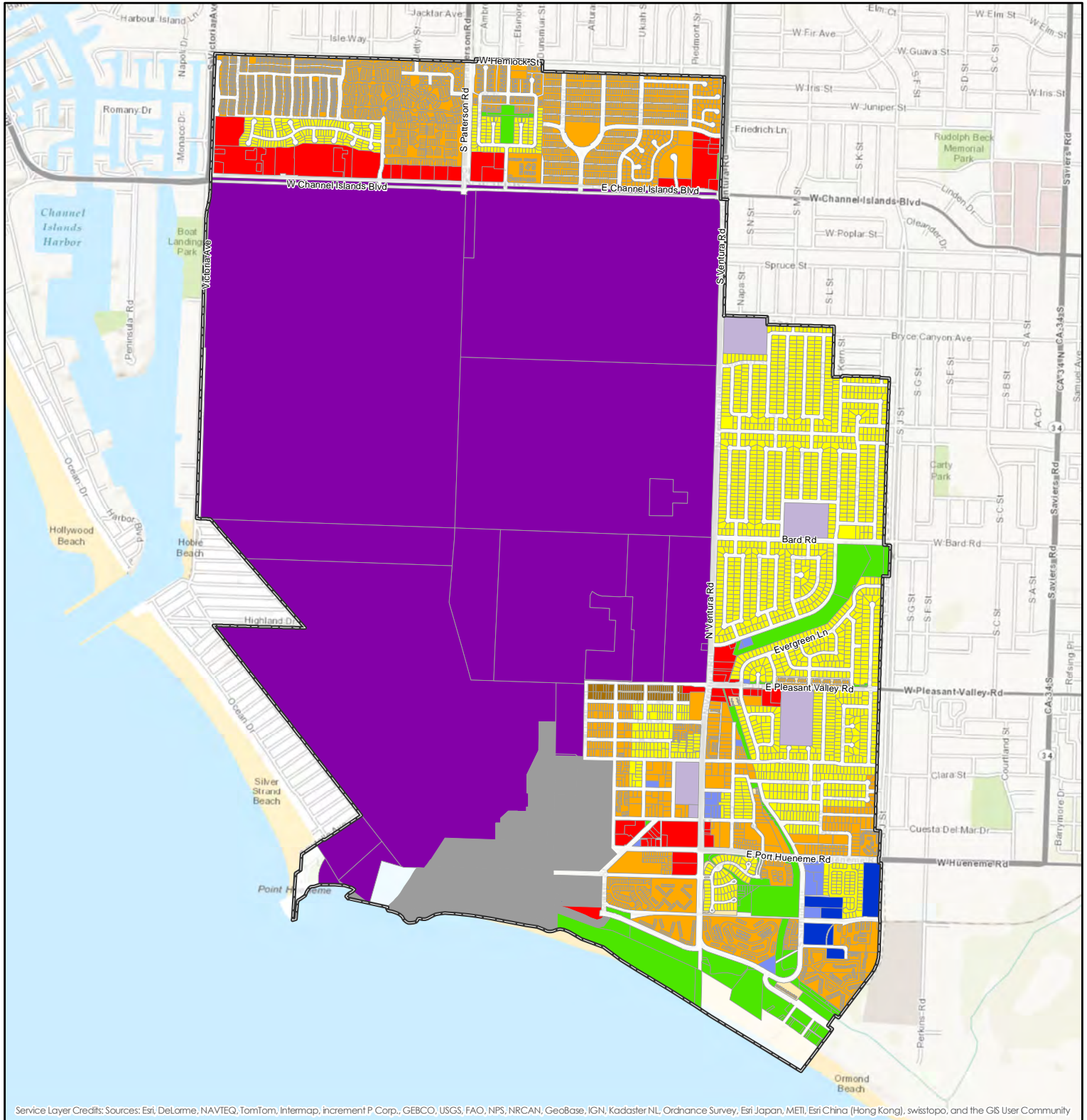
General Plan Land Use in City of Port Hueneme



General Plan Land Use Designations of the City of Port Hueneme



General Plan Land Use in City of Port Hueneme

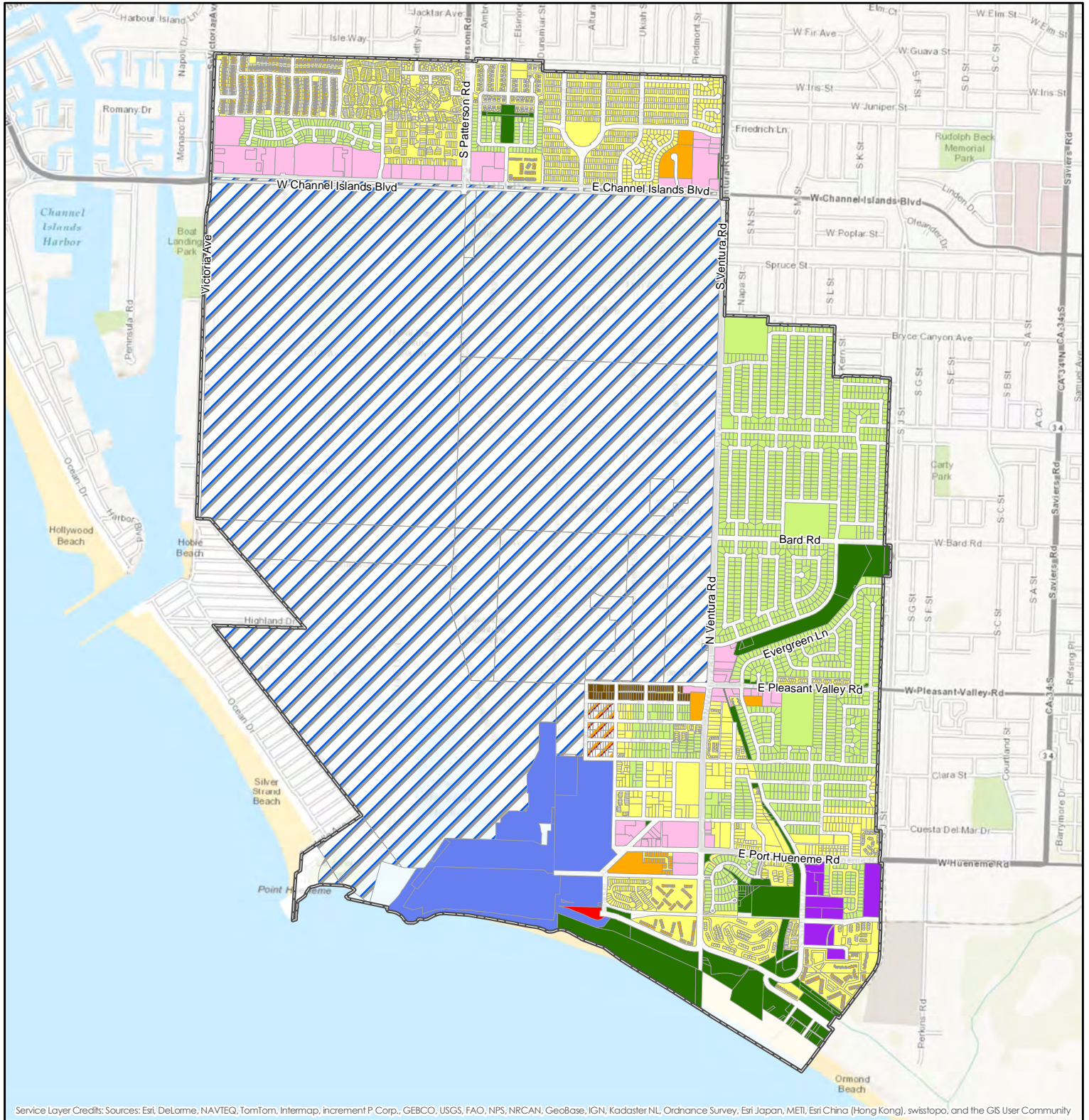


2012 SCAG General Plan Land Use Codes

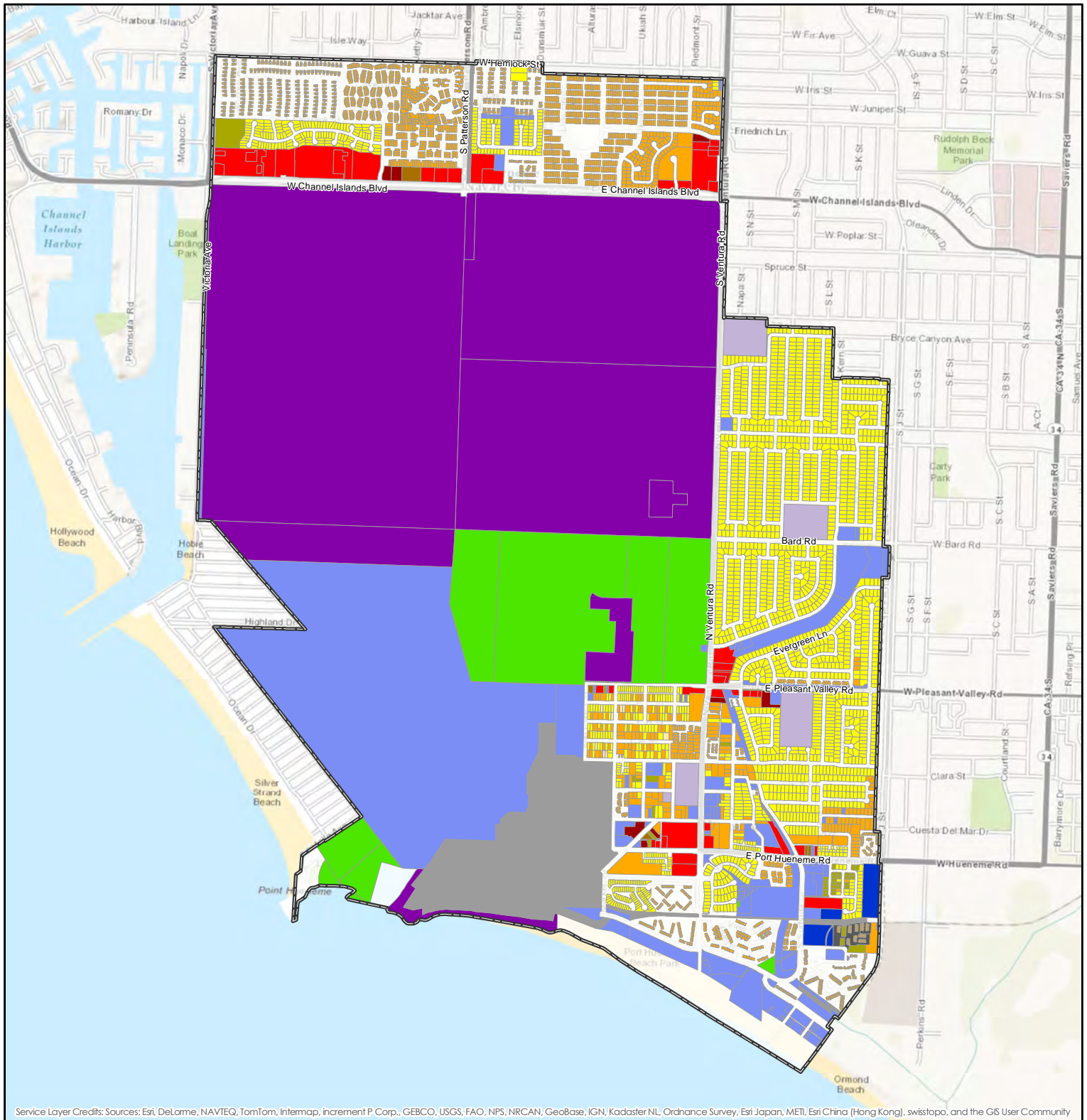
Single Family Residential	Education	Open Space and Recreation
Multi-Family Residential	Military Installations	Agriculture
Mobile Homes and Trailer Parks	Industrial	Vacant
Mixed Residential	Transportation, Communications, and Utilities	Water
General Office	Mixed Commercial and Industrial	Specific Plan
Commercial and Services	Mixed Residential and Commercial	Undevelopable or Protected Land
Facilities	Unknown	



Zoning in City of Port Hueneme

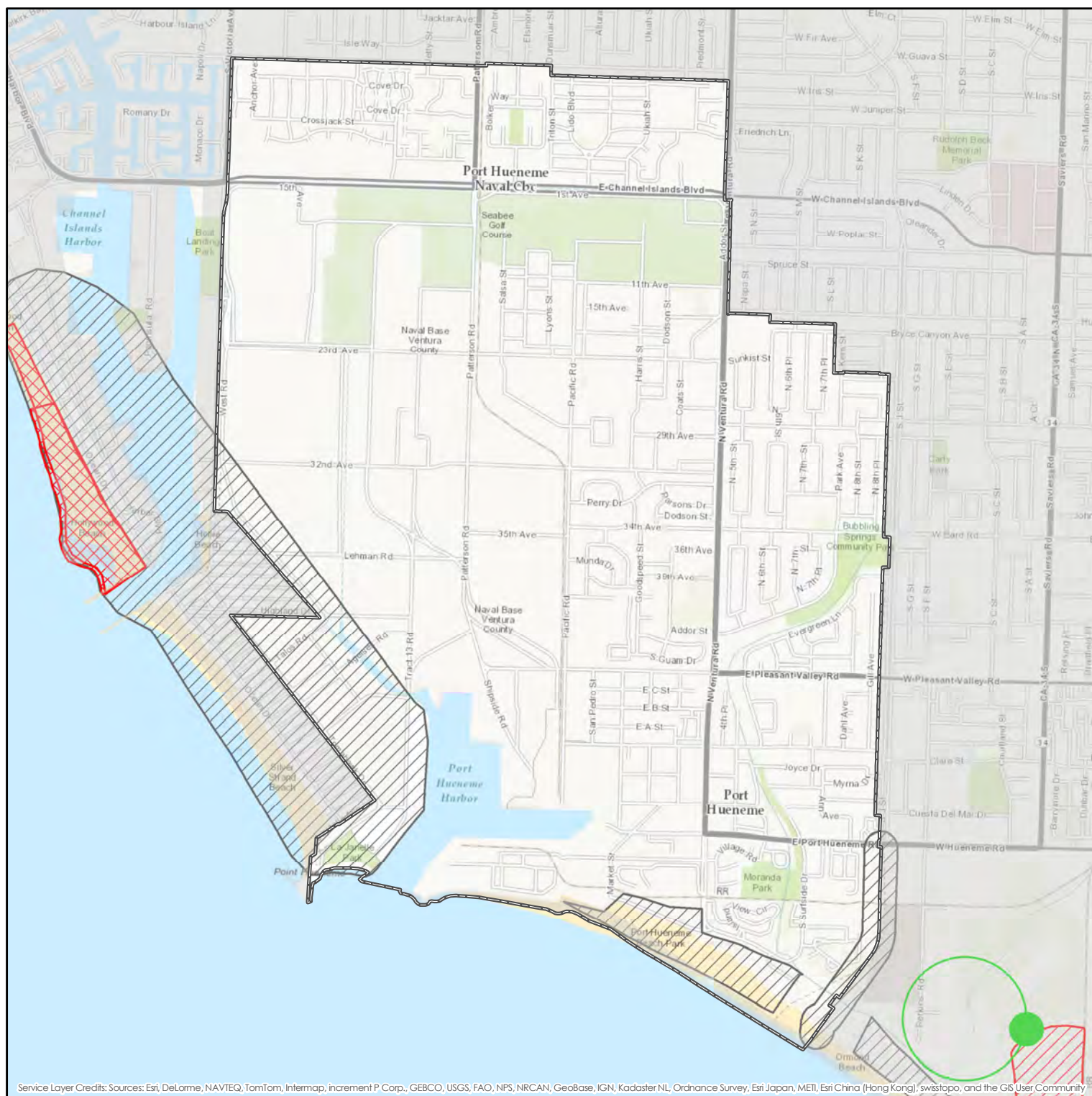


Existing Land Use in City of Port Hueneme



- | | | |
|--------------------------------|---|---------------------------------|
| Single Family Residential | Military Installations | Open Space and Recreation |
| Multi-Family Residential | Industrial | Agriculture |
| Mobile Homes and Trailer Parks | Transportation, Communications, and Utilities | Vacant |
| Mixed Residential | Mixed Commercial and Industrial | Water |
| General Office | Mixed Residential and Commercial | Under Construction |
| Commercial and Services | | Undevelopable or Protected Land |
| Facilities | | Unknown |

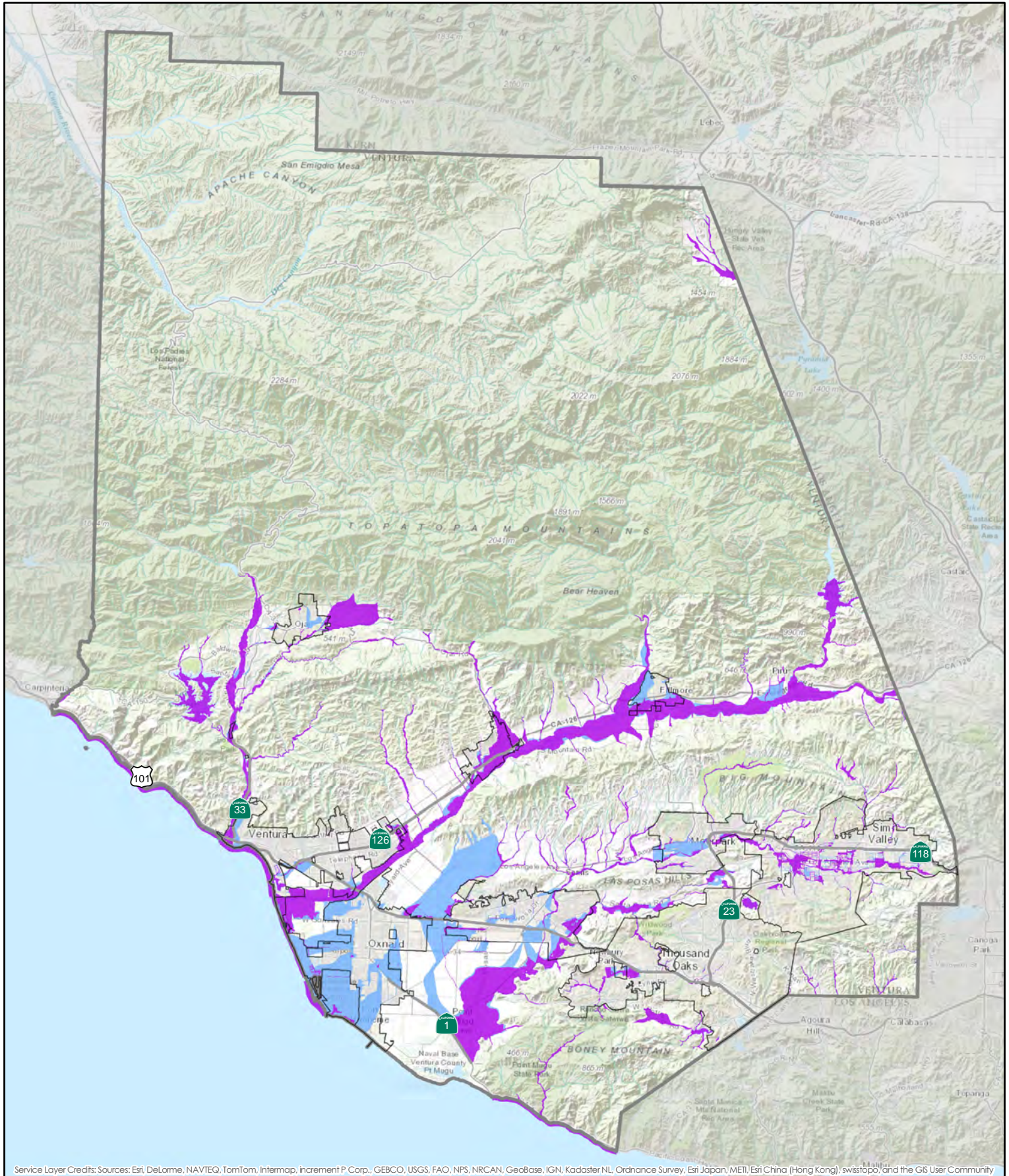
Known Sightings of Endangered, Threatened, and Rare Plant and Animal Species in City of Port Hueneme



- | | | |
|-----------------------|----------------------------------|------------------------------|
| Plant (80m) | Animal (circular) | Aquatic Comm. (non-specific) |
| Plant (specific) | Terrestrial Comm. (80m) | Aquatic Comm. (circular) |
| Plant (non-specific) | Terrestrial Comm. (specific) | Multiple (80m) |
| Plant (circular) | Terrestrial Comm. (non-specific) | Multiple (specific) |
| Animal (80m) | Terrestrial Comm. (circular) | Multiple (non-specific) |
| Animal (specific) | Aquatic Comm. (80m) | Multiple (circular) |
| Animal (non-specific) | Aquatic Comm. (specific) | |

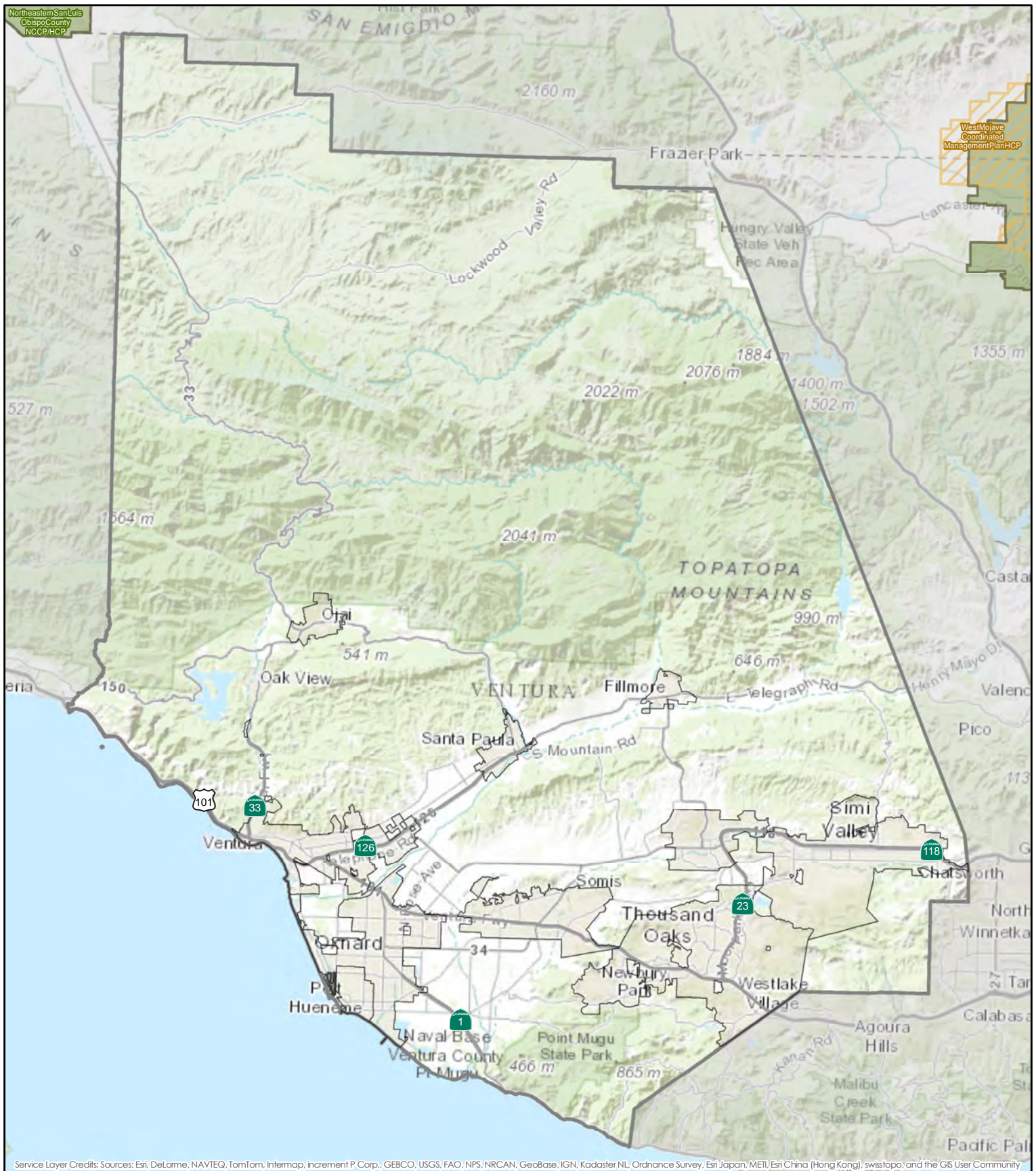


Federally Designated Flood Hazard Zones in Ventura County



County Boundary
 City Boundary
 100-year Flood Hazard Zone
 500-year Flood Hazard Zone

Natural Community & Habitat Conservation Plans (NCCP & HCP) in Ventura County



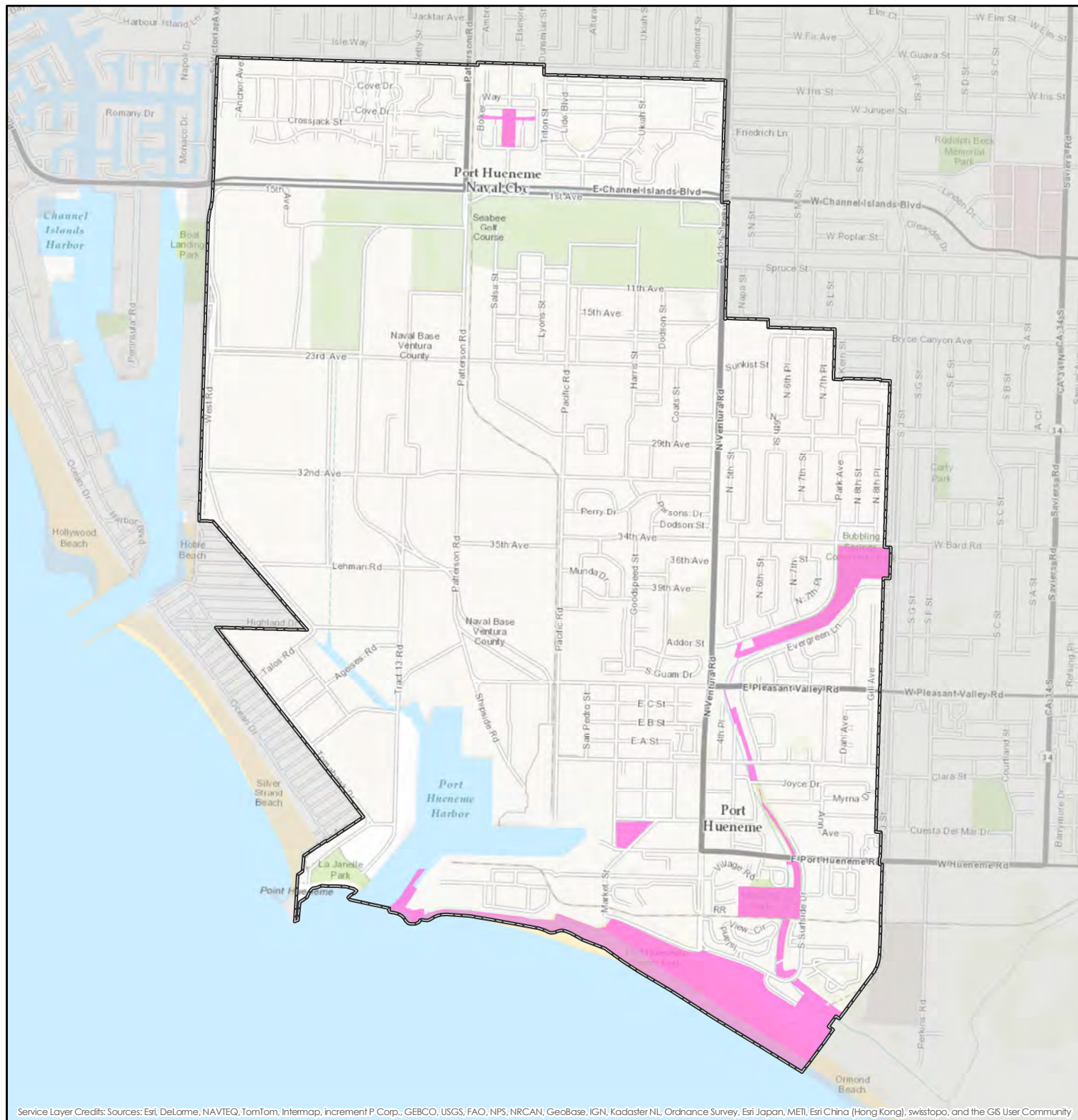
County Boundary

City Boundary

NCCP / HCP

HCP

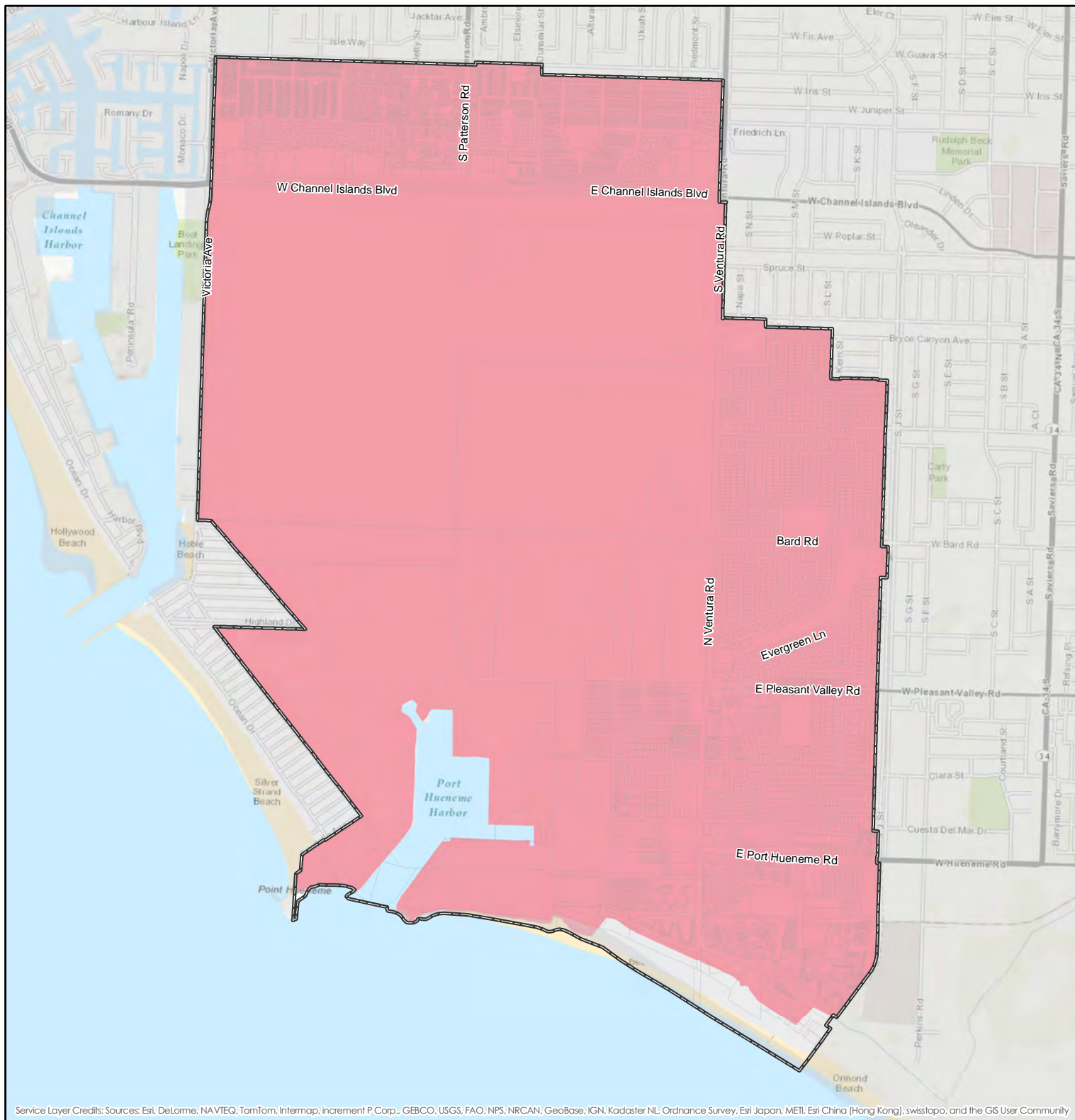
Protected Open Space in City of Port Hueneme



By Ownership

	US Forest Service		California Department of Parks and Recreation		Non Governmental Organization
	US Bureau of Land Management		California Department of Fish and Wildlife		Special District
	National Park Service		Other State		US Military/Defense
	US Fish and Wildlife Service		County		
	Other Federal		City		

Farmland in City of Port Hueneme

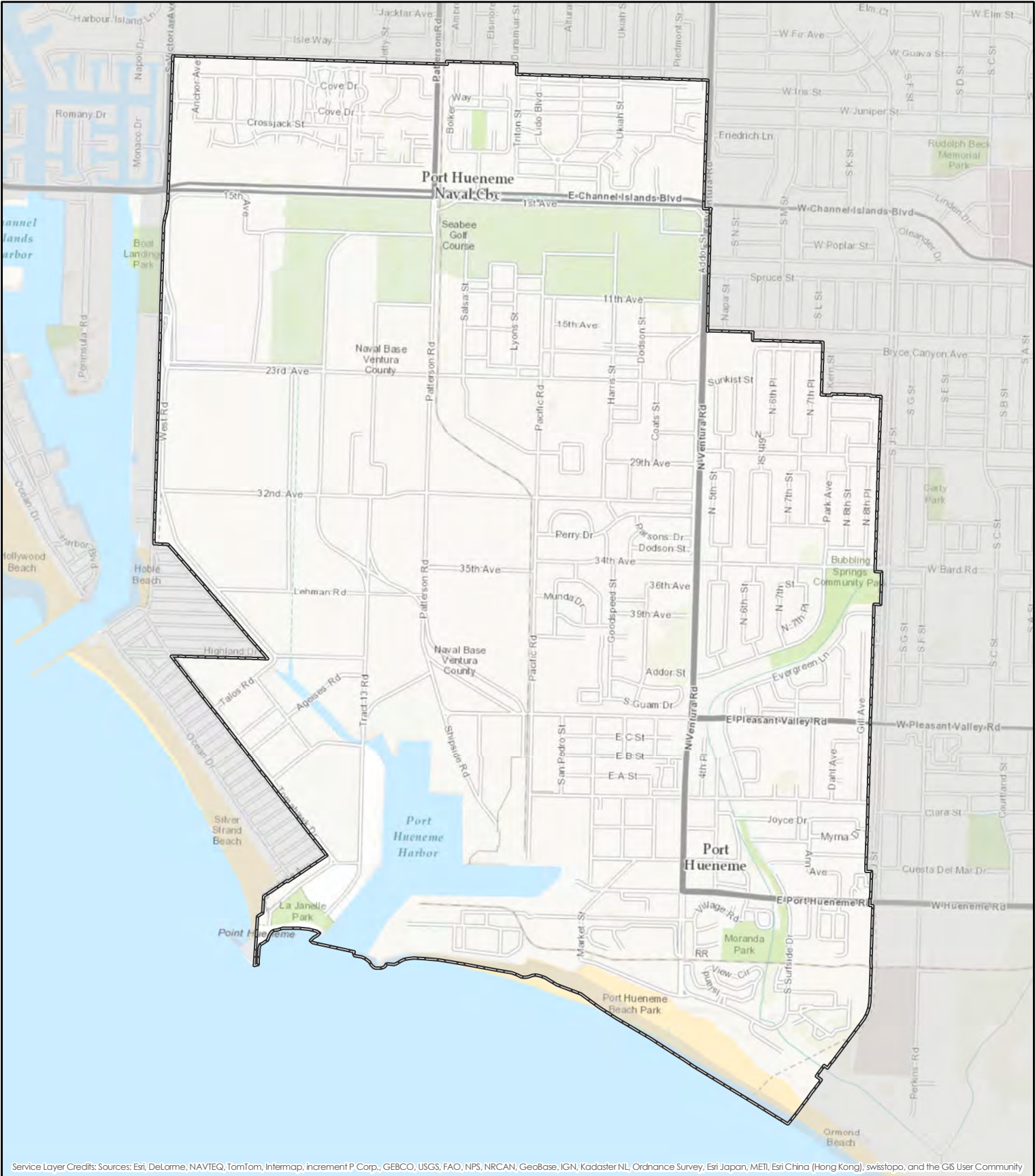


Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

- | | | |
|----------------------------------|---|-----------------------|
| Prime Farmland | Confined Animal Agriculture | Water Area |
| Farmland of Statewide Importance | Nonagricultural or Natural Vegetation | Irrigated Farmland |
| Unique Farmland | Vacant or Disturbed Land | Nonirrigated Farmland |
| Grazing Land | Rural Residential Land | Out of Survey Area |
| Farmland of Local Importance | Semi-agricultural and Rural Commercial Land | |
| Farmland of Local Potential | Urban and Built-Up Land | |
| Other Land | | |



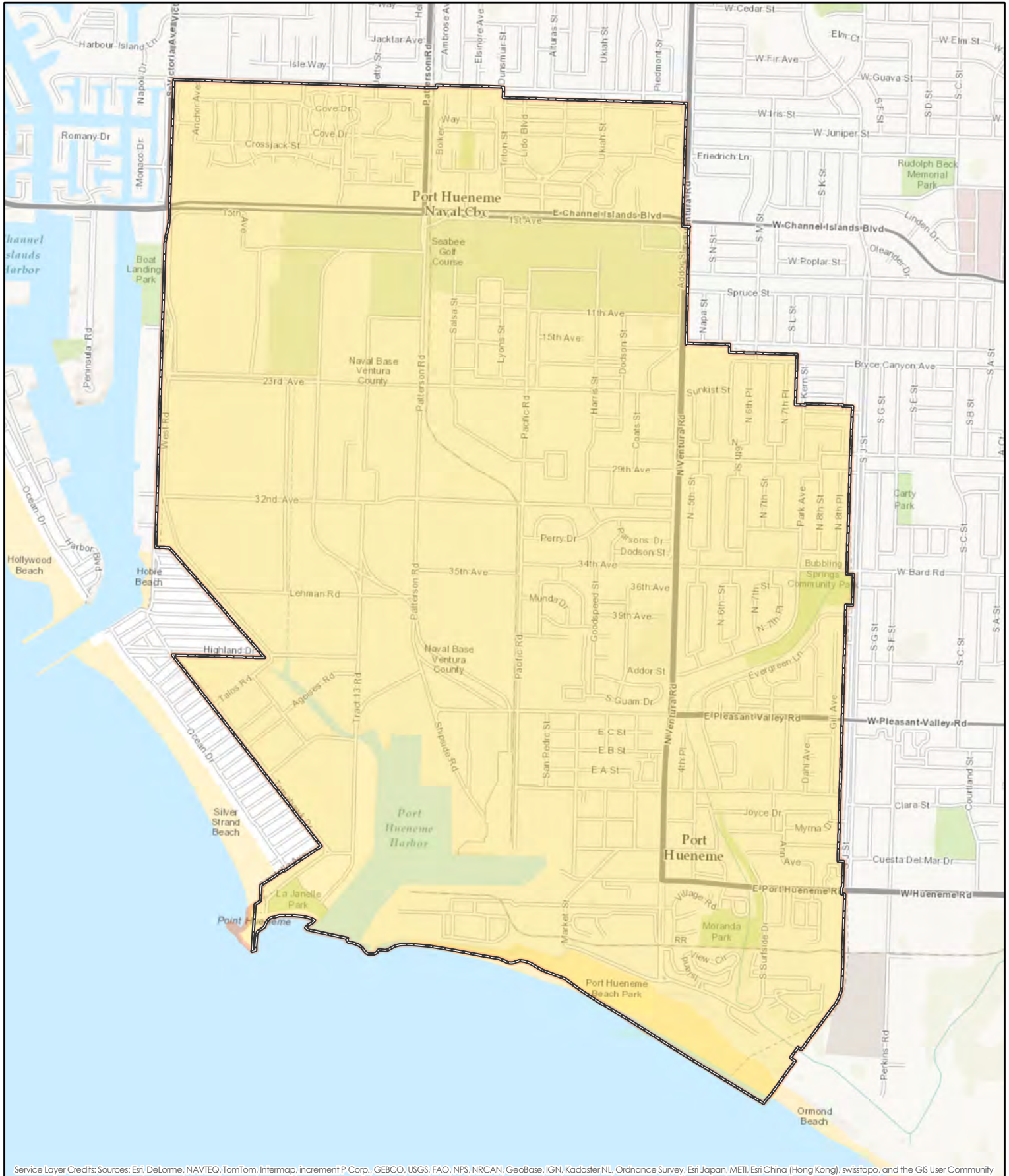
Major Transit Stops & High-Quality Transit Corridor (HQTC) in City of Port Hueneme




Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

City Boundary Major Transit Stops HQTC 0.5 mile Buffer from Major Transit Stops & HQTC

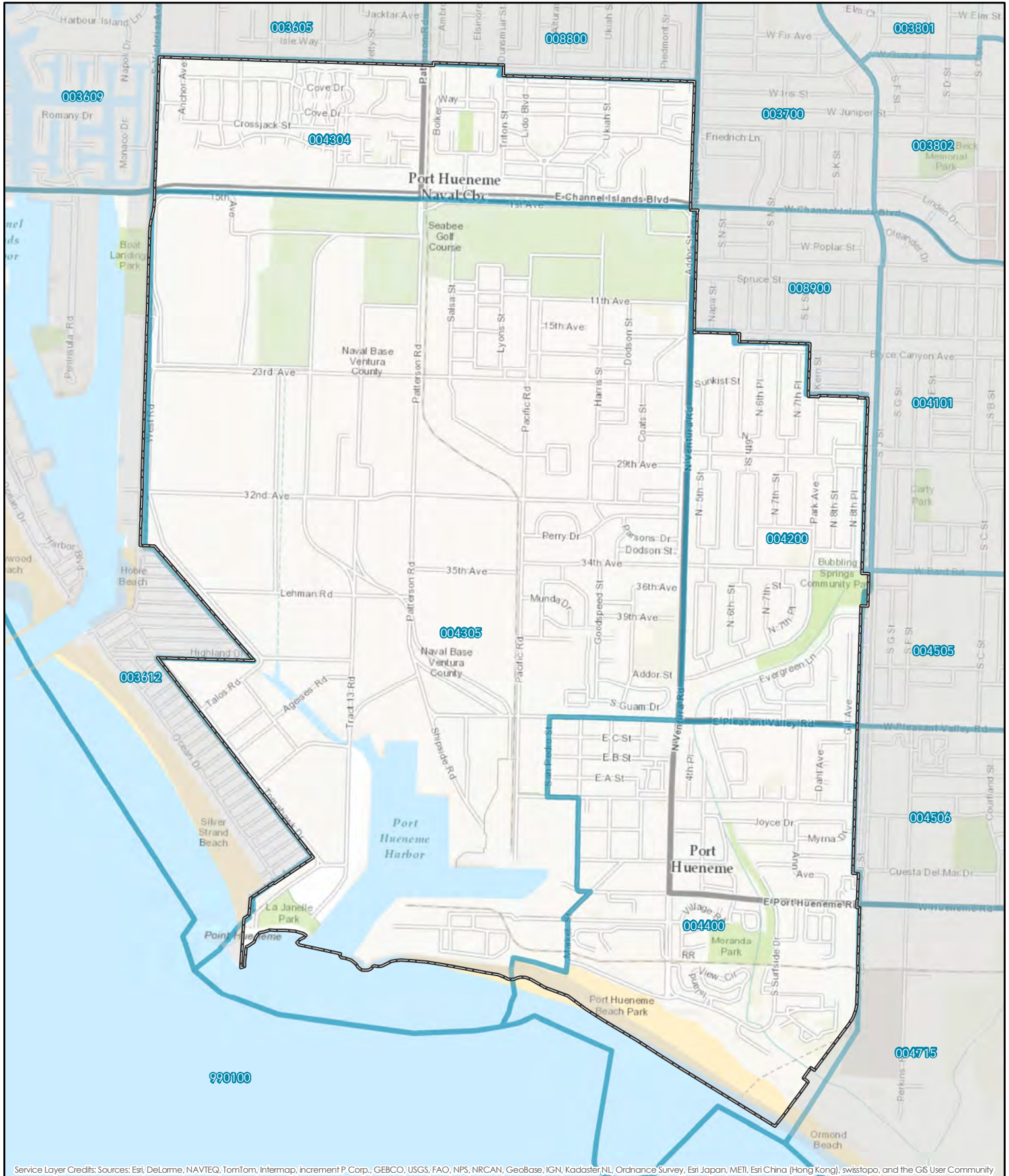
Sphere of Influence for City of Port Hueneme



 City Boundary

 Sphere of Influence

Census Tracts in City of Port Hueneme



City Boundary

2010 Census Tracts



Transportation Analysis Zones in City of Port Hueneme



 City Boundary

 Transportation Analysis Zones (TAZ)



Acknowledgments

SCAG Management

Hasan Ikhata, *Executive Director*
Sharon Neely, *Chief Deputy Executive Director*
Debbie Dillon, *Deputy Executive Director, Administration*
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Huasha Liu, *Director, Land Use & Environmental Planning*
Rich Macias, *Director, Transportation Planning*
Catherine Chavez, *Chief Information Officer*
Darin Chidsey, *Acting Director, Strategy, Policy & Public Affairs*
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Southern California Association of Governments

2013 *Green Region Initiative*

Survey

Has your City adopted any of the following:

<u>Category</u>	<u>Adopt Plan</u>	<u>Adopt Policy</u>	<u>Adopt Ordinance</u>	<u>Comment</u>
Electric Vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Solar Energy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Energy Efficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Green Building	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Water Efficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Solid Waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Climate Action Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

Name & Title of Person Completing Survey

Phone Number & Email Address

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DATE: October 3, 2013

TO: Community, Economic, and Human Development Committee (CEHD)

FROM: Kimberly Clark, Senior Regional Planner, Research and Analysis, (213) 236-1844, clark@scag.ca.gov

SUBJECT: Update on SCAG's Geographic Information System (GIS) Services Program

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide a status report on SCAG's GIS Services Program, including the services provided, current participants, and related events (conferences, regional meetings, collaborations, etc.). SCAG's conservative estimate of savings to local participating jurisdictions is approximately \$2 million from the inception of the Program.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goals and Objectives: Goal 1(Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective C (Seek input from stakeholders and experts during the formulation and development of planning documents and reports); and Goal 4 (Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies), Objective C (Maintain a leadership role in the modeling and planning data/GIS communities).

BACKGROUND:

Started in 2010, the GIS Services Program is a free service to SCAG member agencies. The objectives of the Program are to promote GIS technology, data sharing, data updating, and standardization of GIS data for improved local and regional planning. In addition to assisting in streamlining local jurisdictions' day-to-day business practices, many local jurisdictions now have greater technical expertise to provide local input on SCAG's regional datasets and scenarios, which has led to a stronger local engagement in the planning stages of the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Today, eighty-five (85) local jurisdictions and four (4) partner agencies: Coachella Valley Association of Governments (CVAG); Imperial County Transportation Commission (ICTC); Metrolink; and Western Riverside Council of Governments (WRCOG) are participants. In the next few months, SCAG staff anticipates the incorporation of nearly twenty (20) agencies. Through the Program, SCAG GIS staff assists member agencies with professional services, data, free trainings, and software. For some agencies, the newly acquired tools have been used to deliver new services to residents, oftentimes resulting in revenue for the agency. The Program has also given SCAG staff the opportunity to meet, discuss and customize GIS services for all participants. Customized services include creating desktop/web applications with local jurisdiction data, converting non-spatial data into GIS format, day-to-day GIS problem-solving and GIS training at nearly seventeen venues across the region including the cities of Brawley, El Centro, Fontana, Holtville, Indio, Lancaster, Los Angeles, Palm Desert, Ojai, Santa Ana, Ventura and others.

Participants have expressed appreciation for SCAG's leadership in promoting GIS technology, data sharing and spatial data standardization, as well as the effort to establish stronger relationships and collaboration between SCAG and local jurisdictions region wide.

Tangible benefits to local jurisdictions include: (1) enabling more efficient operations in local jurisdictions' day-to-day activities involving GIS; (2) providing over 550 participants with free, customized GIS training (these participants range from planning interns, planning directors, city managers, IT managers as well as engineers, police and fire professionals); and (3) providing software, equipment, data, and other services. These resources help local agencies better leverage their assets to become more efficient, save money, and/or provide new services to their residents and businesses. SCAG's conservative estimate of savings to local participating jurisdictions is approximately \$2 million from the inception of the Program (GeoWorld Magazine, November 2012, pgs. 18-21).

Upcoming activities planned for this fiscal year include 22 software trainings region-wide across eight (8) different venues. Staff anticipates training over 250 individuals from local cities, counties, and partner agencies. In addition, SCAG staff will be incorporating feedback to improve the Program from local jurisdictions taken at sub-regional meetings held in El Centro, Los Angeles, Palm Desert, Riverside, and Victorville. If jurisdictions are interested in participating in SCAG's GIS Services Program, please contact Javier Aguilar at Aguilar@scag.ca.gov or 213-236-1845.

FISCAL IMPACT:

Staff resources to support the GIS Services Program are covered in FY 13-14 OWP under Work Element, 045.SCAG00694.03.

ATTACHMENT:

List of the GIS Services Program's Current Participants

SCAG GIS Service Program Participants			
County	Name	Status	Type
Imperial	Brawley	Incorporated	City
Imperial	Calexico	Incorporated	City
Imperial	Calipatria	Incorporated	City
Imperial	El Centro	Incorporated	City
Imperial	Holtville	Incorporated	City
Imperial	ICTC	Incorporated	CTC
Imperial	Imperial	Incorporated	City
Imperial	Imperial County	Incorporated	County
Imperial	Westmorland	Incorporated	City
Los Angeles	Arcadia	Incorporated	City
Los Angeles	Artesia	Incorporated	City
Los Angeles	Avalon	Incorporated	City
Los Angeles	Baldwin Park	Incorporated	City
Los Angeles	Bellflower	Incorporated	City
Los Angeles	Bradbury	Processing	City
Los Angeles	Calabasas	To Be Incorporated	City
Los Angeles	Carson	To Be Incorporated	City
Los Angeles	Cerritos	Incorporated	City
Los Angeles	Compton	Incorporated	City
Los Angeles	Duarte	Incorporated	City
Los Angeles	El Monte	Incorporated	City
Los Angeles	Gardena	Incorporated	City
Los Angeles	Glendale	Incorporated	City
Los Angeles	Glendora	Incorporated	City
Los Angeles	Hidden Hills	Incorporated	City
Los Angeles	La Canada Flintridge	Incorporated	City
Los Angeles	La Mirada	Incorporated	City
Los Angeles	La Puente	Incorporated	City
Los Angeles	Lakewood	Incorporated	City
Los Angeles	Lancaster	Incorporated	City
Los Angeles	Lawndale	Incorporated	City
Los Angeles	Long Beach	Incorporated	City
Los Angeles	Los Angeles	Incorporated	City
Los Angeles	Los Angeles County	Incorporated	County
Los Angeles	Lynwood	Incorporated	City
Los Angeles	Malibu	Incorporated	City
Los Angeles	Metrolink	Processing	Partner
Los Angeles	Monrovia	To Be Incorporated	City
Los Angeles	Montebello	Incorporated	City
Los Angeles	Palmdale	Incorporated	City
Los Angeles	Pasadena	Incorporated	City
Los Angeles	Pico Rivera	Incorporated	City
Los Angeles	Redondo Beach	To Be Incorporated	City
Los Angeles	Rosemead	Incorporated	City
Los Angeles	San Dimas	Processing	City
Los Angeles	San Fernando	Incorporated	City
Los Angeles	San Gabriel	Incorporated	City
Los Angeles	Santa Fe Springs	Incorporated	City
Los Angeles	Signal Hill	Incorporated	City
Los Angeles	South Gate	Incorporated	City
Los Angeles	South Pasadena	Incorporated	City
Los Angeles	West Covina	Incorporated	City
Los Angeles	West Hollywood	Incorporated	City
Orange	Brea	To Be Incorporated	City
Orange	Buena Park	Incorporated	City
Orange	Fullerton	To Be Incorporated	City
Orange	Garden Grove	To Be Incorporated	City
Orange	Huntington Beach	To Be Incorporated	City
Orange	Irvine	Incorporated	City
Orange	La Habra	Incorporated	City
Orange	Laguna Hills	Incorporated	City
Orange	Lake Forest	Incorporated	City
Orange	Los Alamitos	Incorporated	City
Orange	Orange (Not SCAG member)	To Be Incorporated	City
Orange	Orange County	To Be Incorporated	County
Orange	Placentia	Incorporated	City
Orange	San Clemente	Incorporated	City
Orange	Santa Ana	Incorporated	City
Orange	Villa Park	Incorporated	City
Orange	Westminster	To Be Incorporated	City
Orange	Yorba Linda	Incorporated	City
Riverside	Canyon Lake	Incorporated	City
Riverside	Coachella	Incorporated	City

GIS Rollout Cities		
Number	County	Name
1	Imperial	Brawley
2	Imperial	Calexico
3	Imperial	Calipatria
4	Imperial	Holtville
5	Imperial	ICTC
6	Imperial	Westmorland
7	Los Angeles	Artesia
8	Los Angeles	El Monte
9	Los Angeles	Hidden Hills
10	Los Angeles	La Mirada
18	Los Angeles	Pico Rivera
11	Orange	Buena Park
12	Orange	Los Alamitos
13	Riverside	Canyon Lake
14	Riverside	Menifee
15	Riverside	Perris
16	San Bernardino	Apple Valley
17	San Bernardino	Needles
19	San Bernardino	Yucca Valley
20	Orange	Laguna Hills
21	Los Angeles	Baldwin Park
22	Orange	Villa Park

SCAG GIS Service Program Participants			
County	Name	Status	Type
Riverside	CVAG	Incorporated	Sub-region
Riverside	Desert Hot Springs	Incorporated	City
Riverside	Hemet	To Be Incorporated	City
Riverside	Indian Wells	Incorporated	City
Riverside	Indio	Incorporated	City
Riverside	La Quinta	Incorporated	City
Riverside	Menifee	Incorporated	City
Riverside	Palm Desert	Incorporated	City
Riverside	Perris	Incorporated	City
Riverside	Rancho Mirage	Incorporated	City
Riverside	Redlands	Incorporated	City
Riverside	San Jacinto	Incorporated	City
<i>Riverside</i>	<i>Western Riverside Council of Governments (WRCOG)</i>	<i>Processing</i>	<i>Sub-region</i>
San Bernardino	Apple Valley	Incorporated	City
San Bernardino	Barstow	Incorporated	City
San Bernardino	Big Bear Lake	Incorporated	City
San Bernardino	Highland	Incorporated	City
San Bernardino	Loma Linda	Incorporated	City
San Bernardino	Needles	Incorporated	City
San Bernardino	Norco	Incorporated	City
San Bernardino	Rialto	Incorporated	City
San Bernardino	San Bernardino County	Incorporated	County
San Bernardino	Twentynine Palms	Incorporated	City
San Bernardino	Victorville	To Be Incorporated	City
San Bernardino	Yucaipa	Incorporated	City
San Bernardino	Yucca Valley	Incorporated	City
Ventura	Fillmore	Incorporated	City
Ventura	Ojai	Incorporated	City
Ventura	Santa Paula	Incorporated	City
Ventura	Simi Valley	Incorporated	City
Ventura	Thousand Oaks	Incorporated	City
Ventura	Ventura County Transportation Commission (VCTC)	To Be Incorporated	CTC